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## THIS ISSUE 19/11

#### **Your festive** problems solved

ake a deep breath, we need to talk about Christmas. I, like most sensible people, usually put off thinking about the festive period until 10 days before the 25th. Then, with a pressing deadline, I rush around the shops in a blind panic.

But with only five weekends to go before Christmas — that's a maximum of 10 riding days for those who work — the threat is looming large, and you, like me, might need some help.

As you all know, the most important thing about Christmas is receiving the very best presents. And mince pies, of course.

To get the best presents you're going to need to drop some serious hints, and that's why we've pulled together our Christmas gift guide. Leave the magazine lying around, open on the correct pages, and your family might just get the hint. If not, circle the desired items with a marker pen. You already know you should ask for a CW subscription, but there are plenty more cycling themed gifts out there.

Once that problem is solved it's time to turn your attention to what to buy your family. If they're also cyclists, then happy days, just buy them whatever you secretly need. If they're not then you need some help, and I'm afraid you're reading the wrong magazine for that.



Simon Richardson Editor

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# Record wiped as course comes up short

#### **CTT embarrassed by course inaccuracies**

Chris Marshall-Bell

ime triallist Richard Bideau was last week controversially stripped of his 100-mile record after the North Yorkshire course on which he set his short-lived benchmark was found to be short.

The Pendle Forest CC rider rode a time of 3-18.54 at the Stockton Wheelers event, held on the T1002 course between Crathorne and Dishforth, on July 5.

However, Cycling Time Trials (CTT) was recently alerted to a number of GPS files uploaded to ride-logging website Strava that showed the course to be shorter than 100 miles.

Two subsequent remeasurements of the course a fortnight ago using a rev-counter — a calibrated device that is driven around the course by car — displayed the course as 99.575 miles and 99.574 miles, while a Garmin GPS device recorded a distance of 99.834 miles.

As well as costing Bideau his 100 record from his only attempt at the distance, he also concedes the BBAR title to Adam Topham (pictured, see right).

Bideau says that the CTT should be prepared for a wave of course remeasurement requests in light of this incident, citing a number of his own personal findings as reason to be suspicious of other courses.

"I expected it to be short but I was shocked by how much," Bideau, 44, told *Cycling Weekly.* "My greatest concern is that I think there are a lot of short courses that will come out because most have access to GPS data.

"I've looked at a number of cases on Strava, the same way Stockton was brought to light, and found several courses that are short.

"The CTT are understandably being guarded about this but this is a new situation and it's one that will only get worse over the coming years."

Nick Sharpe, CTT national secretary, refuted suggestions that this incident would trigger other complaints about record times.

"Most courses are old and have been measured by a rev-counter years ago so there's nothing to suggest that others courses are short, too," Sharpe said. "This happens once in a blue moon."

All courses in the area are measured

by the CTT's Teesside District, which was unable to say when the T1002 was last measured. However, it had its start and finish point altered by 100 yards in recent years. *CW* understands that the rest of the course has been the same for more than a decade, meaning that Michael Hutchinson's 100-mile record of 3-23.33 set in 2003 could also have been on a sub-100 mile course.

Sharpe said: "There's not a reason to assume that the course has been short for years because the course changed."

Nonetheless, after deeming improvements to GPS devices made them "suitable for course measurement" last year, Sharpe added that the accuracy of such devices will be now reviewed.

Since Bideau's ride, Charles Taylor (South Pennine RC) posted a wouldbe new record time of 3-21.32 on the A100/4, near Derby, on September 5. Taylor has not claimed the record yet, but if he does the course will have to be remeasured and some Strava files show the course to be 99.9 miles.

Jack Hugill, organiser of the Burton and District Cycle Association event, said: "I'm pretty sure it's not short."

## Photo: Andy Jones



### Topham tops BBAR table

Although it was a nullifying of Richard Bideau's 100-mile record that officially resulted in him claiming his fourth British Best All Rounder title, High Wycombe CC's Adam Topham also attributed an intense weight-loss period as a reason for his competition win.

Topham, who became only the fourth rider in BBAR history to win it for four consecutive years, inherited the title from Bideau, who had no other qualifying 100-mile times for the year.

Even then, had the T1002 course been the full distance, Bideau would have been short of Topham's record speed of 28.774mph for the competition, which ranks riders based on the average speed for their fastest 50-, 100-mile, and 12-hour rides for the season.

"This title feels more valuable because the more you win, the fewer the number of people who have achieved it," said Topham, who dropped from 74kg to 65kg this summer after struggling in the Newbury 12-hour time trial in June

"I pulled out of it after four hours — I knew if I had any chance [of retaining the BBAR], I'd have to pull something special out of the bag. BBAR events are fast and flat so one or two kilos won't make a big difference. I tweaked my high-fat, low-carb diet to cutting out fats almost completely.

"It made five or six miles difference in the '12' when I did my 313.87-mile ride, which ultimately won me the BBAR."

The 47-year-old now wants to join lan Cammish as the only other person to win the competition for five consecutive years. "At 38 I found something I was better at than average and I want to keep going before I decline. The BBAR is experiencing a resurgence and I want to dominate it."

**Brit eager for Tinkoff debut** 

James Gaukroger

ew Tinkoff-Saxo signing Adam Blythe says he's relishing the opportunity to work for world champion Peter Sagan 2016 — but also hopes for some opportunities of his own.

Having met his new team-mates at a Croatian training camp at the end of October, the 26-year-old Yorkshireman made what is expected to be his last outing in Orica-GreenEdge colours at Saturday's Revolution Series meeting at Lee Valley Velodrome.

Blythe is expected to form part of Sagan's support team for the Spring Classics, as the incumbent rainbow jersey attempts to win his first Monument.

"He's Sagan, I can't say no I'm not helping him," joked Blythe. "If they [the team] turn round and say 'go help Sagan in the Classics', of course I will, it will be a pleasure.

"I'll go full gas to help him and do everything I can so we can get a victory out of him."

Describing the Slovak as "a joker but a gentleman — exactly what you see on TV", Blythe added that he hopes to learn plenty from Sagan: "We've got another training camp coming up in Gran Canaria, so hopefully he can teach me some no-handed wheelies and whatever else!"

#### **Leadership aspirations**

Blythe's 2015 season saw him largely ride in support of Orica's fledgling Australian Caleb Ewan.

And while the former RideLondon victor has not placed riding a Grand Tour as one of his season objectives, he is hopeful of occasionally leading Tinkoff.

"I'd rather ride the Tour of California or something on that level that I can aim for [instead of the Giro]," he said.

"I'm heading to the Tour Down Under [in January], going there full gas and to do well for myself and the team, [hoping to show] that I am going well and I'm ready for the season."

The Revolution meeting's evening session was cut short on Saturday because of damage to the apron join at turn three of the track. An organiser statement read: "As the damage was not able to be repaired immediately, the track was deemed unsafe for the riders. We apologise for any inconvenience caused."







## "Each rider needs clear objectives, rest, and a chance of results"

he off-season is not what it used to be for professional cyclists. A rider who takes more than a month off the bike nowadays is at serious risk of spending the whole of the next season chasing his race weight and top condition.

Things have also changed for the staff and directeurs sportifs of cycling teams. Before the Vuelta has even finished in mid-September, planning for the following season is already under way. Each team's DS group begins to talk about the goals for the coming season, how incoming riders will fit into the group, and what kind of schedule we will build to prepare for key races.

This process accelerates at the time of the World Championships, when the official UCI calendar is published. At this point we begin putting the puzzle of races together, a far from simple task. Around the obligatory WorldTour calendar we have to put together a schedule that suits our riders, allows them to reach peak condition on time, and meets our partners' marketing aims.

Once we have a calendar we can begin to build the riders' individual programmes. Each rider needs clear objectives, periods of rest, and, if possible, chances for personal results. Usually filling in the first 85 per cent of the rider programme takes about an hour, and one is tempted to sit back, admire the full roster, and go for a pint.

Returning from the pub, closer inspection shows that you have 15 riders listed to start Paris-Nice, two riders starting Paris-Roubaix, and nobody to ride the Vuelta. Ironing out the rest can take weeks. Each small change leads to a chain reaction, and before you know it you are back at square one.

In the first team meeting, the riders receive their programme and we have a short meeting together with the DS group to go over their goals and structure for the season. If I have done a good job in the weeks leading up to that camp, the meetings should go off smoothly.

Then real life takes over, riders get sick, injured, form comes and goes, and the rider programme is in constant flux over the season. For some riders this can mean last-minute call-ups to replace colleagues. Depending on the race, this can make me either the hero or the villain. Balancing the team's interest with the desires and ambition of each rider is almost impossible, but in general the riders understand that at times they have to bite the bullet and get the job done, and in return we try to pay back the favour when we can.

Cannondale-Garmin's sports director Charly Wegelius now lives in Finland but has retained an affinity for British ale

## UCI unperturbed by Russian athletics doping scandal

### **Countering the fallout from WADA report**

**Richard Abraham** 

ycling's world governing body, the UCI, has said that it is unconcerned by the possible impact on cycling of a report into widespread doping in Russian athletics that resulted in the nation's track and field athletes being suspended from competition last week.

The 325-page report, authored by a World Anti-Doping Agency (WADA) commission, uncovered evidence of systematic doping and a state-sanctioned cover-up, criticised the Russian Anti-Doping Agency (RUSADA), discredited the country's only WADA-accredited anti-doping laboratory and alleged that over 1,400 blood and urine samples from various sports were destroyed by its director. The lab has been provisionally suspended from carrying out any WADA-related anti-doping activities.

The UCI initially declined to comment on the report but when pressed about the Moscow anti-doping lab, it said in a statement: "WADA's decision to provisionally suspend the Moscow laboratory will have a marginal impact on UCI's anti-doping activities since the CADF [the Cycling Anti-Doping Foundation], the independent body mandated by the UCI to plan and carry out anti-doping in cycling, had very limited use of Moscow's facilities. The CADF will simply use other WADA-accredited laboratories."

Concerns have been voiced that the findings in the report, which looked at track and field, could have ramifications for cycling. One former coach in the Russian cycling system was quoted by The *Times* as saying: "I am glad that I am out of this. It was probably a time-bomb. I was worried. You couldn't trust anyone."

Six riders have been suspended for anti-doping violations while riding for Katusha, the only Russian WorldTour team. Its WorldTour licence was awarded on appeal in 2013 after the UCI previously refrained from doing so based on ethical criteria. The Continental-level RusVelo team, which has links to Katusha and the Russian national squad, withdrew from competition in 2013 following four positive tests in three months.

When asked by *CW* about the report, a spokesman for the Katusha team said in a statement that they were very surprised by the revelations.

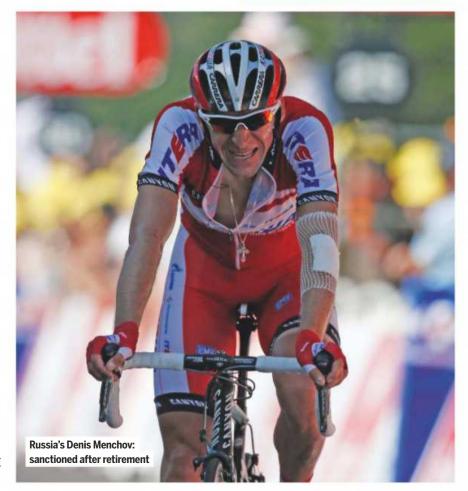
"We have taken serious steps to fight against doping the previous years and will reinforce them again and again," the statement said.

#### MY VIEW...

#### **Richard Abraham**

demand a proper inquiry.

Cycling Weekly news writer
The WADA report didn't look at doping in cycling, so we don't yet know whether our sport can learn anything new or important from it. But its allegations



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Chris Marshall-Bell

ess than two months after London pulled out of hosting the 2017 Tour de France, the chances of the race returning to Britain in the near future received a boost last week as Portsmouth City Council confirmed "very positive" talks with Tour organiser ASO.

The Hampshire city is exploring the possibility of bidding to be joint hosts of the 2019 Grand Départ with its twin city of Caen.

Portsmouth previously hosted stage five of the 1994 race (pictured) and Caen, the third largest city in Normandy, has welcomed the Tour 15 times but not since 2006.

Billed as a "joint-country bid", Portsmouth City Council (PCC) was unable to go into details of the plans, but symbolically 2019 is also the 75th anniversary of D-Day, when a large number of naval vessels departed from the city's ports before arriving on the Normandy beaches.

Tour director Christian Prudhomme has a penchant for commemorating significant historical events - evident in the Tour's commemoration of the World War One during the 2014 race - and Portsmouth's plans to link the Grand Départ in with the anniversary of the

crucial landings are believed to have made a favourable impression on ASO.

"We have received very positive feedback from ASO, and will be carrying out a feasibility study to understand the cost implications of the bid." councillor Donna Jones, PCC leader, told Cycling Weekly.

"The scale of such an event would be huge and involve a number of experts. We have been conducting research and having discussions with the organisers of the Tour de Yorkshire [which is run by ASO and Welcome To Yorkshire. who staged the 2014 Grand Départ in the UK]."

PCC believes that London's decision to pull out of the running the first few stages of the 2017 Tour gives them a greater chance of a successful bid, because of ASO's desire to return to the UK to maximise the huge commercial prospects.

Additionally, the option of a sea crossing from Portsmouth to Caen makes a foray onto British soil logistically viable.

Officials in Edinburgh revealed to CW last month that they too are interested in bidding to host the race, in either 2018 or 2019. Danish media reported last week that the Scottish capital could face a rival bid from Copenhagen.





## **Rob Hayles**



## "The sat-nav aggressively chirped away in a code that the Enigma machine would struggle to decipher"

ast week I was in charge of taking out a group of guys who were involved in a corporate bike ride. There were two groups in total, so naturally I chose to lead the slow group. I have been on many of these in the past, but this was the first where I was actually in charge of leading the ride from start to finish.

The route was up in Lancashire, and although I was familiar with some of the roads we were riding on, I certainly wasn't overly confident of being able to shepherd my flock around the loop without getting us lost at least several times.

Fortunately, an hour before the off, I was handed one of those bike-specific GPS thingies. "It's got the route already programmed in, so it'll be easy," were the words aimed in my direction, as I fumbled in the rain with the four-millimetre Allen key that came with the clamp to attach it to my bars. Now, I get a little confused with my iPad, and that only has one button. This thing had two, so my stress levels were somewhat elevated even before a pedal had turned.

#### What the beep

Yet apart from the intermittent beeping, all was going well on the ride to begin with. Until, that is, I threw a U-turn in the road to go back and help with the first of three punctures. This is where I really wanted to stamp on it. If I thought the soundtrack had been mind-numbing up to this point, then I was in for a nasty shock. At least my car sat-nav tells me to "please do a U-turn"; this thing aggressively chirped away in a code that the Enigma machine would struggle to decipher.

Even when back on course, this devilish gadget took an age to catch on. Nearing the end of the ride, we decided to take a slight shortcut due to the fading light. All I can say is, don't try this at home! Neither you, or the budgie in a box, will agree on that one.

While I'm having a rant, what on earth are some bike manufacturers using to make their own-brand tyres? If there's one thing that can out-beep a sat-nav, it's me changing two punctures on bikes with plastic tyres.

Former double world track champion, Rob Hayles is a pundit for TV and radio. He's also a coffee connoisseur and garden shed inventor



## Racing to return to Preston Park

## Track refurbishment to be completed by April

Chris Marshall-Bell

acing is expected to return to
Brighton's Preston Park track next
April, over a year since it was
deemed unsafe for competitive events.

British Cycling ruled in January that the perimeter fence of the UK's oldest track—constructed in 1877—was too dangerous for race meetings, although casual and training sessions were still permitted.

Work on replacing it will be completed in time for the next year's Sussex Cycle Racing League, which takes place weekly between April and August.

The cost for the fencing and minor repairs to the track surface is expected to cost £285,000, with Brighton and Hove Council providing £100,000. A soon-to-be approved grant of £185,000 will come from BC.

"Cyclists just want to race again at Preston Park," Rupert Rivett of the Save Preston Park Cycle Track (SPPCT) told CW.

There are also plans afoot for further improvements to the facility, including the installation of floodlights around the 579-metre track.

"The whole ethos of the track would change with lights because it would permit night racing and become a safe place to ride a bike at night," says Rivett.

Lights would cost in the region of £110,000, the same amount that the Herne Hill track spent on such installations in 2013. SPPCT will examine fundraising options for this project, including approaching Sport England and other bodies for grants.

According to Rivett, a new track must be laid in the next decade to avoid a repeat of the current racing ban: "The surface has only got about eight years left. It needs funding to repair that to an acceptable state otherwise we will be back to square one again in a just a few years."

## Cancellara announces retirement

Fabian Cancellara insists the "timing was just right" after announcing last week he will retire from cycling at the end of 2016.

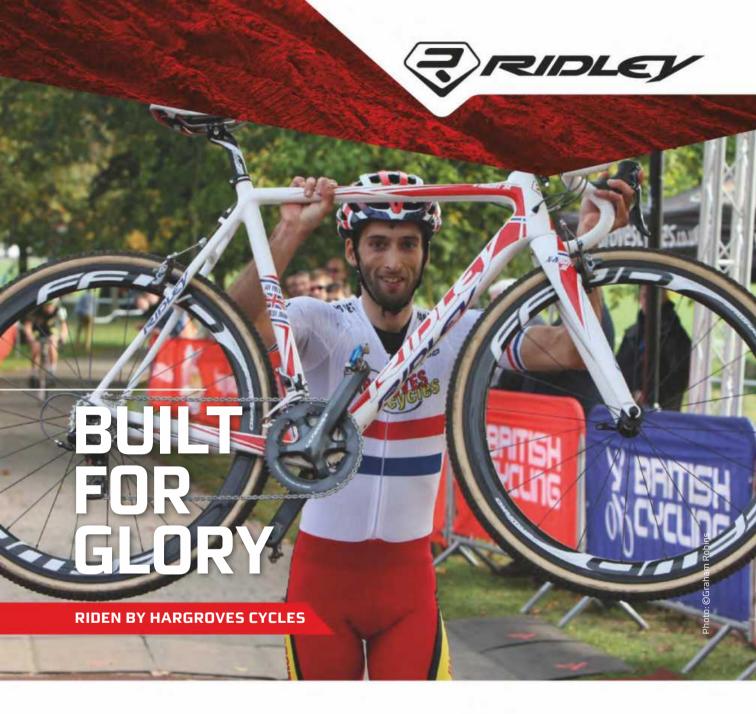
The Trek rider, who turns 35 in March, made his decision public at a cycling awards ceremony in his native Switzerland on Wednesday.

Cancellara, a three-times winner of both the Tour of Flanders and Paris-Roubaix, said: "Next year is my last year. Cycling is not my life, but only a part of my life."

He won twice in the opening weeks of 2015, but missed three months of this season after sustaining back injuries in crashes at both E3 Harelbeke and the Tour de France. Speaking to Belgian broadcaster Sporza, Trek directeur sportif Dirk Demol said Cancellara's decision was not down to these struggles.

"The decision to quit next year was already taken — from the moment the Trek Factory Racing team was launched [for 2014], he signed a contract for three years, and it was clear that it would be his last contract. He has stuck to that," Demol said.





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## Zappi youngsters sign for Wiggins

## Old-school methods see Brits graduate from former pro's squad

Sophie Hurcom

ith two of his protégés this month signing with Team Wiggins for 2016, Flavio Zappi believes his old-school training approach of "going back in time to go forwards" is paying off.

Upcoming British riders
James Knox, 19, and Dan
Pearson, 21, have both been
spotted by Team Wiggins
having graduated from
the Oxford-based Italian's
under-23 team. The squad
itself is based in Zappi's
home country and spend
the majority of the year
competing in UCI-ranked
events across Europe.

Speaking in London last Wednesday at the launch of his new cycle clothing range, the profits from which go to fund the team, he explained it is not part of his ethos to have his riders use power meters and heart rate monitors.

"It's more getting them to understand that it's not about the good-looking kit, but about themselves," said Zappi, himself a former pro.

Knox has raced for Zappi's since 2014, while Pearson progressed up to the highly-regarded Zalf amateur team in Italy for 2015, having also spent two years with the squad.

Neither were prolific winners with the team but Zappi believes in the value of riders learning their trade in challenging races. "You are not going to see my boys winning five races in England like the Lincoln GP or [Tour of the] Reservoir — getting in the top 20 is very, very difficult.

"Team Wiggins are smart, they know, they checked him [Knox] out, they realised that he's a guy that's gonna have a massive future. It's exactly the same with Dan Pearson."

Cumbrian-born Knox was full of praise for his coach's methods. "Flavio gives you an authentic Italian experience, you get to live a life that isn't really normal for a British cyclist," he said.

"Through experience, [I've learnt to] understand situations and how races pan out, and then how to save your legs and race smart. You have to learn how to race as well as being strong.

"I'm now hoping to see further progression [with Wiggins], move up the ladder a couple more steps and start knocking on the door for a WorldTour team."



### To do this week...



### Cycling Revolution Exhibition, London Design Museum, until June 30, 2016

Celebrating the diversity of all things two-wheeled throughout Britain, this new exhibition looks at the innovative designs that have changed cycling's past, present and future. Chris Boardman's Lotus Type 108 and the earliest Brompton prototype in existence are among the bikes on show. Adult tickets are £13, with discounts for students and children. po.st/RevExhibition



#### See

### Beryl, Doncaster and Birmingham, until November 28

This critically acclaimed play, written by Maxine Peake, celebrates the life and incredible sporting achievements of Leeds-born cyclist Beryl Burton. First presented in June 2014, the Doncaster (November 19-21) and Birmingham (24-28) shows are the last on the play's current UK Tour.

po.st/BerylDoncaster and po.st/BerylBirmingham, £17-20



### My Hour by Sir Bradley Wiggins, on sale today

With personal insight, exclusive photography, and illustrative info-graphics, *My Hour* is a comprehensive look at Sir Bradley Wiggins's successful attempt to break the UCI Hour Record in London on June 7. RRP £20

po.st/WiggoMyHour



### Mount Kelly Cross, Tavistock, Devon, Sunday, November 22

Organiser Chris Mabey described this round of the South West Cyclo-Cross League as taking place on "everything: tarmac, grass, fields, woods, single path sections". On-the-line entries can be made for every race, ranging from under-8s events to the mixed junior/senior/veteran/women's event.

po.st/MountKellyCross





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## Leigh honoured by Rayner award

#### Perseverance pays off for young Briton

James Gaukroger

aving followed in the footsteps of Adam Yates and Matt Brammeier, young Brit Andy Leigh believes winning the Lewis Barry award earlier this month was tribute to his perseverance in the 2015 season.

Twenty-year-old Leigh received the award at the Dave Rayner dinner in Leeds on November 7, where it is handed out annually to the funded rider who produced the most outstanding performance of the year.

It was his solo ride to win the fourth stage of the under-23 Tour of East Flanders in August, for Belgian team XEltextiel-VDBG Steenhouwerji, that earned him the prize. That race was his first for the team after a mid-season swap from another Belgian squad, Team Handi-Ness.

"[For] my first year as an under-23, I moved to Belgium and the racing was hard to begin with, but I managed to get used to the style of racing. [With Team Handi-ness] I had problems with the manager, and the environment wasn't the best for me, I was left to my own devices at times.

"It's made me a lot stronger, not just from riding but to do everything on my own and live on my own. You have to be prepared for everything."

Nonetheless, Leigh has signed for the Belgian, UCI Continentalranked Superano Ham-Isorex team for 2016, whose previous graduates include former Lotto-Soudal rider Sander Cordeel.

He said: "I'm not putting too much pressure on myself really, I'm going there to learn and they've already got the more experienced guys for the racing.

"An opportunity to ride one of the big races [such as under-23 Omloop Het Nieuwsblad] would be great but I don't expect to just get selection into that race, I've got to earn it."

#### **British dominated Para-cycling Manchester meet**

Great Britain dominated at the Manchester Para-cycling International last weekend, securing 23 medals to top the table over the three-day event, 12 of which were gold. Jon Gildea and Crystal Lane, along with tandem pairings Sophie Thornhill and Helen Scott, and Neil Fachie and Pete Mitchell each won two golds in the meeting. The event provided qualifying points for next year's Rio Paralympics.

#### Rail firm on wrong track

Eurostar last week backtracked on plans that would have forced cyclists to dismantle and box up their bikes when using the high-speed European rail service. The proposal, which was scheduled to come into play on November 1, resulted in 9,700 people signing up to the 'Zero stars for Eurostar' campaign spearheaded by the CTC and the ECF (European Cyclists' Federation) and attracted criticism from London Mayor Boris Johnson.

#### **Reading Track League rescued**

The Reading Track League will continue next year after volunteers came forward to assist with its running and prevent 60 years of racing coming to an end. Organisers had warned that the spring to autumn league at the town's Palmer Park outdoor track was unlikely to continue in 2016. However, a local rider has stepped in to organise the league, while two other people have also committed their services.



#### Yorkshire generates brass

This year's inaugural Tour de Yorkshire generated £50 million in spectator spending, according to a report commissioned by organiser Welcome to Yorkshire. It also states that 1.5 million people lined the roadside for the three-day event in May, and spent £20.5 million on accommodation and £29.5 million on things such as food, drink, transport and souvenirs.

#### **Weather beats London cross**

Rapha was forced to abandon the third edition of its Super Cross London cyclo-cross race meeting on Saturday due to adverse weather conditions. Heavy rain and wind made the course — centred around Kings Cross's Granary Square for the first time — treacherous. Racing had earlier been delayed after some of the course obstacles were late being installed. Competitors will receive a full refund of their entry fees.



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## **Barnes logs Wentworth Castle win** Sunday's round of the Yorkshire Points Cyclo-Cross League at South Yorkshire's Wentworth Castle took on a distinctly autumnal feel. Race victor Nick Barnes (Hargroves Cycles, front) is seen here making light of a fallen log in the event, which was organised by Team Cystic Fibrosis and raised money for the disease's national charity. Alice Barnes — no relation to Nick — won the women's event.

### **Simmonds** heads Stateside

#### **British champ signs** with American team

Owen Rogers

ritish time trial champion Hayley Simmonds will head Stateside to follow her Olympic dream as she turns professional with the United Healthcare team next year. The 27-year-old Cambridge PhD student has signed a one-year deal with the American outfit, who will be competing in more European races than in recent seasons.

Simmonds, who completes her studies next spring, hopes to begin her season at the Ladies Tour of Qatar in February, before racing the Classics and some early-season Women's WorldTour races. She will then base herself in the USA for a block of mid-season racing which she hopes will include the Tour of California.

For Simmonds, a former rower who has only been racing since 2011, the new team is a dream come true. "I was always planning on racing full-time next year," she told Cycling Weekly. "I had envisaged doing it for myself, trying to find a team and a salary and seeing if I could make it, but obviously I've been lucky with everything falling into place."

United Healthcare's British sports director Rachel Heal added: "She's very strong, but I also really like the fact she has won road races. Having Hannah [Barnes] and Sharon [Laws] on the team in the last two years showed that British riders fit well into the team. The Aviva Women's Tour is a big race for us, so to be competing with a British rider gives the whole team a little extra motivation."

Simmonds, who rode this year's World Championships time trial and road race, hopes to structure her 2016 season around selection for the Olympic Games. "I'll be seeing what races are really important in terms of selection and making sure I'm in the best form I can be for those," she explained. "A key thing is showing I can be really good on the really hilly races, because [to ride the time trial] I've got to be selected for the road race team."

## THE BIG QUESTION

## What do you think has been the worst cycling invention in history?

Gel saddle covers. They've no place in cycling. They are no good for people on bikes, they move about.

Richard Coleman

White shorts.

Stefan Pool

Those online ride logging websites so that everyone can see exactly how bad you are, and how short your rides are. There's no hiding from the truth any more.

Chris Fowler

Bicycle theft.

Kev Malone

The cycling cape: a death trap in bad weather. Also, those little electric motors hidden in front wheels. That's just cheating.

Simon Walker

Benotto bar tape for those that can remember it. A nightmare to fit, you never got enough, and it always snapped towards the end. Plus it was deadly if wet or when wearing gloves.

Andy Hargreaves

Disc brakes for road bikes — industry con job.

Stephen Howell



Carbon-fibre bikes — man up and push the metal.

Neil Porter

If you truly mean in history then it would have to go to the High Wheeler. If you mean since mountain bikes started in the 80s, then that would be the Campagnolo off-road groupset.

Scott Ilg

Kirk frames.

Simon Daw

Someone — and it's probably just as well that I cannot remember who — once brought out a seatpost that had a bike pump concealed within it. All well and good, until you actually needed to use it: you had to undo the seat clamp to get it out and then pumping with a saddle in

the way was a faff. Solution to a problem that never existed, that one.

Graham Northrop

The test to detect EPO!

Danny Walmsley

The Rules. Ride your way. Not how they tell you.

Nick Hussey

The derailleur! Ha ha, love and kisses, the Singlespeed Mafia (Winchester Branch).

Dave Rowe

Lance Armstrong.

Richard Crewe

Mavic Mektronic or Shimano Biopace... I can't decide...

Stuart Gardner

Hills over 12 per cent that last over 10 kilometres.

Ken Behan

#### Next week's big question...

What is the first thing you do when you get back from a bike ride?

Reply to us at cycling@timeinc.com or at www.facebook.com/CyclingWeekly



Photo: Graham Watcon

### Letters

Letter of the week wins a Lazer 02 helmet worth £69.99



#### **Custard tart**



Dave Nash's piece (CW, Nov 5) on the pro peloton's noms de guerre echoes one of those defining conversations cyclists have with non-cyclists.

Or in my case, Mrs Jones.

After I mentioned that my hero in the '80s was Bernard 'The Badger' Hinault, my wife was intrigued.

I thought no more of it until, resplendent in my vellow (they call it 'gold'), white and black Southend Wheelers kit and about to head out for the Sunday club run, the lovely Mrs J dryly remarked: "Ooh look, it's the Custard Badger."

In fact, so chuffed is she with the moniker, it has even spawned a logo.

Meanwhile, out on the club run one of the chaps remarked on my enormous wardrobe of different clothing, shoes and helmets. The following week, my friend's daughter inadvertently blurted out what my club nickname is.

Was it a David Millar-esque Le Dandy? No. Something along the line's of Tom Simpson's Major Tom, perhaps? Nope. It was Tart.

Sometimes cycling can be so cruel.

Adam Jones, Essex

#### Missing gypsy

Reading your interesting article on nicknames I am surprised in the photo of the Cannibal in full flight on the cobbles you did not mention he was being chased by his great rival 'The Gypsy', Roger De Vlaeminck.

Steve Burton, email

#### What parking problem?

Presumably Arthur Harragan (CW, Nov 5) wants a multi-storey car park spoiling the breathtaking view of the Lee Valley Velodrome as you arrive?

The links to the velodrome are top notch with buses, the DLR, the tube, trains and ample 24/7 parking at the Westfield shopping centre.

The walk from the tube to the velodrome is nearer 10 minutes than 20 minutes. Apart from the last 200 metres (past a building site) the path is well lit and shared by cyclists, dog walkers and joggers, so I have to disagree with Arthur.

Dave Pettitt, email

#### Lance not alone

In response to Keith Warmington's email about Lance Armstrong (CW, Oct 22), he is forgetting that Armstrong wasn't the only one taking drugs and at that time you would have to look several places down the order to find a clean rider.

To my mind rewriting the history books is far more damaging. The results should have stood whether

right or wrong.

S. Mann, Manchester

#### Slippery slope

In response to F. Booth (Cycling Weekly, Oct 22), I would agree that there is no shame in walking up hills. However, the hills that can be run up are either those during a cyclocross race or of course the iconic Koppenberg, Flanders mid-race when it's wet.

Scott Cooper, email

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Johnny Helms was Cycling Weekly's resident cartoonist from February 1946 until November 2009.

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**Feature** Epic days The tornado of madness When the weather turned during stage 14 of the 1971 Tour de France, it wasn't just the rain that came crashing down **32 | November 19, 2015 |** Cyclin



Micky McMahon

he sight of Eddy Merckx without the yellow jersey on his shoulders as the Tour de France entered the final week was one that few riders and spectators had been accustomed to seeing when the race left Revel for Luchon on stage 14 of the 1971 edition.

At the start of the Pyrenean stage, Luis Ocaña had a seven-minute lead over Merckx, who had been out of sorts since the start of the race. Merckx, who had given up considerable time to the Spanish climber in the Alps, had clawed back a couple of minutes in the transition across the south, but it would take an act of God for him to overhaul his rival and claim his third successive Tour victory.

As the GC contenders hit the Col de Menté, Merckx put in a series of attacks in an attempt to distance Ocaña, but each time the Spaniard responded.

"Luis was doing fine," rival Bernard Thévenet remembers in the aptly named Ocaña biography *Reckless* by former *CW* contributor Alasdair Fotheringham. "Every time Merckx went out of the saddle, Luis was there with him."

But as the riders crested the Col de Menté the conditions changed dramatically. Hail and torrential rain began to batter the leaders as they started the technical descent towards the finish.

In characteristic fashion, Merckx attacked, and when Ocaña attempted to follow the Belgian he was left taking risks on hairpin bends that had become rivers of running water.

When Merckx fell on a left-hand bend, Ocaña, following a similar line and riding on a flat tyre, came down as well. While his rival got up and quickly recovered, Ocaña was hit a further two times by descending riders, leaving him screaming in agony and forcing him out of the race.

"We found ourselves in a sort of unreal night, the kind of conditions only an angry mountain could whip up," said Ocaña. "Voices would shout, warning both themselves and the next person to be careful, but we were caught up in a tornado of madness. It was a route of death."

## Scott Thwaites: biding his time

Since claiming bronze in the Commonwealth Games, Scott Thwaites has been waiting for his first pro win to take him to the next level. But he's not panicking, he tells *Richard Abraham* 

Photo: Russell Ellis

cott Thwaites dreams of victory in the one-day Classics. But for now it's a case of learning to walk before he can run, and the reality of getting his first professional win. In fact, Thwaites struggles to remember the last time he got his hands in the air at all; the Commonwealth Games road race bronze medallist's last actual road race win was at the Tour of the Reservoir. That was in May 2012.

"It seems to be getting longer and longer ago!" Thwaites tells *CW*. "This win is just one of those things where it's not quite happened, but I'm still happy with how I've been riding."

As he prepares to enter his fourth year in the professional ranks, the 25-yearold Yorkshireman who cut his teeth in the British domestic scene knows he has been knocking on the door this season. He rode and finished his first Paris-Roubaix and his second Tour of Flanders, but it was a fortnight in mid-March where Thwaites most impressed. He was fifth at the Ronde Van Drenthe, fifth again at Dwars Door Drenthe the following day. third at Nokere Koerse and 17th at Ghent-Wevelgem, the latter coming on what was probably the toughest single day of racing in the entire season. Only 39 riders managed to avoid being blown over and make it to the finish.

"Ghent-Wevelgem was a big one for me," he says. "It took a lot out of me for the rest of the Classics season, but it gave me that confidence that I could be there in a hard race like that."

#### Last man standing

It's that steady progress which has meant Thwaites is the last man standing at Bora-Argon18 from a group of three young Brits that made the jump to the pro ranks when Endura merged with NetApp at the end of 2012. In 2015, when the team turned into Bora-Argon18, Erick Rowsell left to join British team Madison-Genesis and Jonny McEvoy went to NFTO.

"It's a shame; it was great to have the other Brits on the team," Thwaites says. "I've just gone with the flow and adapted to changes in the team."

Thwaites is built for the Classics — he's almost six foot tall with solid shoulders and a punchy finishing kick — yet he admits he's had to tackle the trials and tribulations of being a Classics man in his own way. Making the big leap to a European pro outfit straight from a British team is rare in itself, and with no

"It took a lot out of me but it gave me the confidence that I could be there in a hard race like that" established Classics star to learn from at Bora he's relied on the help of his longdistance coach, former one-day specialist Jeremy Hunt, to climb up the steep learning curve.

"Knowledge of the roads and races is the thing that's quite hard to pick up if you don't have an elder statesmen on the team," Thwaites explains. "Having Jez telling me that stuff before the races has certainly helped, and in certain races I've made the splits based on the knowledge he's given me."

Thwaites also still lives in Yorkshire and often trains with the North Yorkshire chaingang around Skipton and the Yorkshire Dales. There's no reason to live on the Continent like most of his team-mates, he says, when such good terrain is right on his doorstep.

"I'd only go and train in Belgium anyway," he adds. "People don't realise how good it is training here. If you want to ride that sort of 'punchy climb' style of racing, then you can train here. And for me the weather isn't an issue."

The only thing missing is an elusive win. But Thwaites has been here before; when he won the Lincoln Grand Prix as a 21-year-old in 2011 it flicked a switch and opened the floodgates to further success.

"I never really saw myself as a winner on the domestic scene," he remembers. "When I won that I realised that the guys I was racing with were no better than me and there was no reason why I couldn't win those races."

Four and a half years on and Thwaites, doing it his own way, step by step with his long-term plan, believes that one day his time will come again.

"At the moment I'm not there, but I'm not a million miles away either. If I just keep progressing. I've got plenty of years to have a go at it. One day it might just be my day."



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Rouleur set out to explore - to celebrate cycle racing in this country and to toast the people who make it happen - from the smallest of time trials to the invasion of the Grand Tours, Rouleur have captured a unique picture of a year in bike racing.

#### **Keep Calm and Pedal On**





In the never ending streams of traffic and the choking fumesof pollution this book gives the average cycle enthusiast or,indeed novice, a collection of quotes, sayings and proverbs on even more reasons why one should get on their bike. In the format of the bestselling Keep Calm and Carry On, Keep Calm and Pedal On is the perfect gift for keen bikers.

#### **Legends of the Tour**Foreword by Phil Ligget £20.00



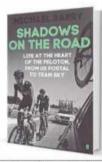
A dynamic and insightful portrait of the world's most famous cycling race, Tour de France. A selection of international cycling writers share their views on the courses, rivalries, its crop of great riders from the young climber to legendary riders. Hardback

#### Infographic Guide to Cycling £12.99



A fun illustrated guide to the world of cycling and all things bike-related. This beautifully designed book presents cycling in a way you've never seen before. Mixing cycling facts with expert bike tech advice, this book features a unique and intriguing overview of the realm of the velocipede *Hardback* 

#### Shadows on the Road by Michael Barry £17.99



Michael Barry explores what it was like to to ride as a teammate alongside such giants of the sport as Lance Armstrong, Mark Cavendish, Bradley Wiggins and Chris Froome.

#### The Pain Free Cyclist Foreword by Bradley Wiggins £16.99



It's not (just) about the bike. Ride your bike long enough and you're likely to get injured! This book takes you through the most common cycling injuries, what they are, why you get them and what you can do to do get rid of them and get you back riding pain free. Paperback

#### Personal Best by Beryl Burton £19.95



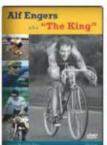
The autobiography of Beryl Burton, Personal Best is a remarkable story of determination in the face of illness, courage in her long but lonely pre-eminence and above all, of never, ever giving less than her best. Hardback

#### 101 Damnations by Ned Boulting £14.99



Dispatches from the 101st Tour de France, 101 Damnations is a chance to relive the 2014 race, stage for stage, fall after fall, tantrum by tantrum; just the good bits mind, without all the aerial shots of castles. Or sunflowers.

### Alf Engers A.K.A. The King



Packed with rare film footage of the time, extended interviews with Engers today, this film gives us an unforgettable portrait of a great rider, and of a vanished era in the sport of time-trialling. For those with memories of those years, and for all those who care about the history of Cycle Sport, this film is a must.

### A Sunday In Hell



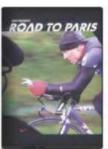
1976 Paris- Roubaix A psychological and dramatic study of the battle between some of the greatest legends of the sport. Eddy Merckx, Roger DeVlaeminick, Freddy Maertens and Francesco Moser all participated in the 1976 Paris-Roubaix, but the star of the film is the race itself.

### Battle of the Bikes/ On Yer Bike



Battle of the Bikes
examines Graeme Obree,
who built his own bike out
of washing machine parts
and rode it in his own
unique crouched position
to became the World Hour
Record hour. On Yer Bike
is an intimate portrait of
Obree from an amateur
cyclist to World Hour
Record holder.

### Road To Paris £19.99



Documentary that covers Lance Armstrong and the 2001 US Postal Service Team over the course of 27 days in April as they prepare to win a third consecutive TDF. Neverbeforeseen footage takes you inside team meetings and in the team car during cycling's greatest races, including a down to- the wire Amstel Gold and the hellish Paris-Roubaix.

### Racing Is My Life



The Beryl Burton storyRacing is Life... anything else before or after is just waiting', Steve McQueen from the film 'Le mans'. A quote that sums up Beryl Burton, the Yorkshire housewife, who despite a severe illness in childhood, became a cycling phenomenon, the most successful British female cyclist ever.

#### Stars and Watercarriers/ The Impossible Hour £22.49



Stars & Watercarriers: 1973 Giro d'Italia. Considered one of the best films ever made on professional cycling. The Impossible Hour: Follow Eddy Merckx and Ole Ritter's race for the hour record.

### Final Hour £14.99



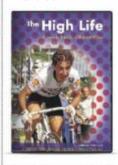
Chris Boardmans Quest for the World Hour Record This moving and intimate film tells the story of Chris Boardman's attempt at a new hour record. The camerasfollow him all the way to the decisive day in October 2000 at Manchester's velodrome.

### 2 Days 2 Nights



1 day, 21 hours, 3 minutes and 16 seconds... That's how long it took John Woodburn to ride the 848 miles from Lands End to John O'Groats. He broke the record by 96 minutes. This record attempt, filmed in 1982 will long be remembered as a ride which placed John among the greats of long distance time trialling.

### The High Life £19.99



A Year in the Life of Robert Millar. In this unique film made in 1985 with the eyes of the UK on him, the camera records his feelings about the year, his performance and morale within the team.

### A Ride With George Hincapie



Spanning his early years as a junior to the disappointment of 2009 Roubaix, this unadorned everything-you-everwanted to-know-about-the-guy portrait puts a microscope on the silent man of cycling, George Hincapie.

### Chasing Legends DVD £19.99 Blu-Ray £24.99



Chasing Legends touches on the rich history, passion and true grit of The Tour as seen through the eyes of Team HTC Columbia along with commentary from some of the sports most prolific heros. With a stunning array of HD cameras, Chasing Legends will take viewers deeper into the propeloton than ever.

### Maestro: The Reg Harris Story £19.99



The story of Britain's first cycling superstar. Five times World Sprint Champion and the winner of two silver medals in the 1948 Olympics. Enjoy the film of his amazing life, with numerous interviews and previously unreleased archive film, including the BBC film 'Maestro' seen here for the very first time. Includes: 15 minutes of Bonus Features

**ORDER YOURS TODAY!** All prices exclude p&p.

# TECH

# How to... buy a child's bike

# What to look out for when buying a 'proper' kids' machine

ith a generation of children growing up aware of British success on road and track, more and more are keen to give racing a go. This means getting them a bike on which they can be safe and comfortable, but also competitive.

The greatest temptation for any parent is to buy a bike that their child will grow into. But this will likely see them riding a poorly fitting bike until they hit that perfect size. At which point they may have already been put off cycling. Isla Rowntree, the founder of Ludlow-based

#### Do

- Look for a bike with scaled-down components, not just adult ones on a smaller frame
- Make sure your child can operate the brake and gear levers comfortably
- Check for close pedal spacing and a low bottom bracket for comfortable pedalling and safe stopping
- Take the bike to a shop if you are unsure of how to set it up and get the fit right

#### Don't

- Buy a bike which is too large in the expectation that a child will grow into it. They will have a nervous time until they do
- Get a bike which is too heavy for a child to enjoy riding
- Buy a bike without the flexibility for different types of riding
- Just consider the up-front cost of the bike, longevity and resale value are important too

Islabikes, which specialises in children's bikes, acknowledges that buying a quality bike which fits well from the start is a difficult and potentially very expensive task. Make the right choice however, and she believes the long-term benefits should make it worthwhile by providing the child with a better experience. What's more, the quality, and some after-care, will later help with a bike's resale value.

Quality children's bikes are definitely not simply scaled-down adult bikes, they have specific geometry and components optimised for the proportions of a child.

Reach is the first thing to consider. With longer legs relative to their torso, and musculature that doesn't allow them to lean forward as an adult would, a shorter reach is a must. As a minimum requirement the bike needs a proportionately shorter top tube, and a short stem.

The better bikes on the market will also come with custom-designed bars with a short reach and drop to maintain a comfortable riding position. Islabikes also use custom-made brake levers with shorter reach and greater leverage for smaller hands with a less powerful grip.

Foot placement is equally important, and getting that right for narrower hips calls for more bespoke components. "I noticed that the cranks on many children's bikes forced them to pedal with their legs in an inverted V, which is not efficient or comfortable," Rowntree explained. "This also creates a turning moment when they pedal, so the bike has a tendency to zig-zag."

Frog bikes, who commissioned research from Brunel University that involved measuring around 500 kids,



found even more conclusive evidence. Narrowing pedal placement resulted in 25 per cent increase in pedalling efficiency and better leg joint alignment.

To create a closer foot placement, both companies designed their own narrow bottom brackets with cranks in multiple lengths. This has the added benefit of improving ground clearance when the bike leans over while also making it easier for the child to put their foot down.

#### Skid and play

One characteristic that is shared with adult bikes is the trade-off between low weight and robustness. Any child's bike needs to withstand some rough treatment, but a heavy-duty bike which is difficult to get moving will likely put a child off riding. The Islabikes Luath 700



for children aged 11 plus — that comes with a 7005 butted alloy frame and cromo forks — weighs in at just over 10kg. Buying a cheaper bike from a high street retailer could easily result in a bike twice this weight, which could equate to 50 per cent of the child's bodyweight.

A well-designed junior racing bike should also be versatile. Frog and Islabikes design theirs with enough clearance for mudguards, racks, and cyclo-cross tyres. Frog even supplies all its bikes with two sets of tyres: one for road use and a wider, knobbly set for off-road. Both brands' bikes have been used in criterium and cyclo-cross races, with their cantilever brakes and tyre clearance suitable for both. Parents have even reported children completing Land's End to John o' Groats on them.

# **OUR TAKE**

Producing a dropped bar children's bike is a complex business and calls for many bespoke components. This goes some way to explaining the relatively high price of quality machines. At up to £600 for a bike which a child will grow out of in a couple of years this may seem like a significant outlay.

But giving a child a good first experience of road cycling could set them up for a lifetime of enjoyment of the sport. And a quality bike which is well maintained should survive several kids and retain its resale value.



#### Sidi HydroGore winter shoes

We've also been keeping our feet dry with these Gore-Tex-lined winter cycling shoes from Sidi. Part of a winter shoe group test, we'll see how well they live up to their claims of water-resistance and breathability — and whether they're a decent alternative to overshoes.

Contact: www.saddleback.co.uk Price: £200.00 Test report: January



#### D-Fix Freehub wheels

We first reported on Jan Deckx's freehub design when it is was a prototype this time last year. Unlike a traditional hub, the freehub can be detached from the rest of wheel and left in the bike. Deckx is now going into production and has sent us a wheelset for testing.

Contact: ambideckxter@hotmail.com Price: £800 Test report: January

# Hoy Vulpine Randa softshell jacket £115

If you're looking for a single jacket to get you through most of the British winter, then the Hoy Vulpine Randa jacket could well be it. The softshell design should be enough to keep you warm enough on all but the very coldest days, especially if you make wise choices as to what you wear underneath. The jacket has an impressive level of water resistance, which is only overwhelmed by seriously heavy and persistent rain.

The one slight misgiving I had with this jacket concerned the fit, which was loose on the chest, tight around my waist, and with guite a lot of bunching on the sleeves. That said, this was never a problem to the point of discomfort; it just didn't feel or look quite right. Henry Robertshaw

351g www.vulpine.cc





#### Sportful BodyFit Pro base layer £40

Base layers are particularly important in winter, playing a crucial role in keeping you warm by providing an extra layer of protection

www.

#### Vision Metron Disc wheel £1,200

This disc is actually a Vision 81 wheel with a fairing glued on, covering the spokes. This has the advantage of making easier to maintain than a full carbon disc. I tested the wheel features silkysmooth ceramic bearings too. The rim is narrow, and I would

1,050g www.visiontechusa.com





#### Pearl Izumi X-Project 3 two-bolt shoes £129.99

Many cyclo-cross shoes have stiff full-carbon soles — great for pedalling but not so good off the bike. Pearl Izumi takes a different approach with the X-Project 3. It has a more flexible sole. meaning it's easier to run in, with a central carbon plate for pedalling efficiency. There's good power transfer, comfort and grip from the sole lugs. Pedalling efficiency is helped by quite a tight fit — not uncomfortable. just snug. They're well ventilated too. Paul Norman

755g www.madison.co.uk

#### **Secret Training STRIP** Start Oil 100ml £7.99

In addition to its Stealth nutrition products, Secret Training has a range of personal care items that it calls Secret Training Race Informed Products (STRIP). From this range, Start Oil is a transparent liquid with an aroma similar to that of Deep Heat. The idea is, you rub it liberally over your legs before heading out when it is cold outside. Secret Training

says that it will keep your legs warm, acts quickly and improves blood-flow. The runny liquid is easy to apply to your legs. It makes your legs feel slightly warm — but not uncomfortably so, and is easy to wash off hands and legs. It serves its purpose and could also be used for massages, but I didn't perceive a quantifiable performance benefit. Chris Hovenden

111g www.secrettraining.cc



# LONG-TERM TEST

### 42 months later

#### **Specialized S-Works** Prevail helmet £160

My Prevail comes in the old Lampre team colours. The pink bits have faded in the sun and there are a few dents in the exposed polystyrene of the shell. The pads could do with a proper clean or replacement but they still work fine. It still looks OK. though, and it's comfortable and light, so I'm happy. PN 231g www.specialized.com



#### Gore Universal Windstopper Mid gloves £49.99

**Product** of the week

Is it too cold for mitts but too warm for full-on winter gloves? If so, these gloves will come into their own. The Windstopper fabric gives

plenty of protection without being bulky, and the thin but sturdy palms mean that there's good bar feel. The gloves' cuffs come quite high up the arm and there's an elastic section at the wrist, leaving no gap below the jacket's cuffs. If you wear a watch, the cuffs get a bit rucked up, but it's not obtrusive. There are gel pads in the palms for comfort on long rides. The gloves have reflective panels for extra safety. Paul Norman 84g

www.goreapparel.co.uk



The narrower (Attack) front tyre is 22mm and is designed to improve aerodynamics. The rear (Force) is slightly wider, at 24mm, for added traction. Having time trialled with these, I can report that, though they are fast, other tyres roll better and smoother. This slight trade-off in rolling resistance is made up for by the excellent puncture protection. They are expensive, but likely to last well thanks to the Black Chili compound. Oliver Bridgewood

> 529g/pair www.conti-tyres. co.uk

## Can't live without

#### **Alé Ponente Winter** bibtights

Featuring a thermal Roubaix fleecy fabric that isn't too thick, these tights are perfect in temperatures of around 7-12°C — a range that seems to occupy large periods of spring and autumn. Many other tights I have used are too warm and consequently sweaty in this



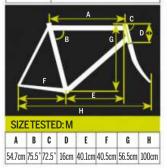
# KTM Revelator Prestige Di2£5,249.99

Tested by: Jack Elton-Walters | Miles ridden: 410 | Size tested: 55cm | Weight: 6.6kg/14.55lb

or 2016, Austrian brand KTM has revamped its topend Revelator Prestige Di2. Changes to the frame and wheels are among the most obvious improvements, but the bike retains Shimano's Dura-Ace Di2 groupset.

#### KTM Revelator Di2 2016 £5.249.99

Frame	9/10			
Specification	10/10			
Ride	10/10			
Value	7/10			
Distributor	FLI Distribution			
Frame	Revelator high- performance carbon			
Fork	Revelator carbon			
Size range	52, 55, 57, 59cm			
Weight	6.6kg /14.55lb			
Groupset	Shimano Dura-Ace 9070 Di2			
Alterations	None			
Gear ratios	50/34, 11-28t			
Wheels	Fulcrum Racing Quattro Carbon			
Tyres	Continental Grand Prix 4000S 25mm			
Bar	Ritchey Carbon Logic Curve			
Stem	Ritchey Carbon			
Seatpost	Ritchey Carbon			
Saddle	Selle Italia SLR			



#### **Frameset**

The frame comes in Revelator high-performance carbon with a matching carbon fork. The rear seatstays/seatpost junction has been redesigned from last year, giving a more aero profile to the top tube and reportedly boosting rear-end stiffness.

In consultation with several UCI professional teams, KTM has developed a peloton-ready race machine that could hold its own against any of the other big brands. As a result, and as you'd want and expect with the sizeable price tag, this frame feels every bit the professional machine it's been made to be.

uphill is sharp and, once up to speed, the bike cuts through the air and seems reluctant to relinquish speed.

The bladed carbon fork that spearheads this rapid machine is an improvement on the previous year's model, eating up more road buzz. The geometry of the frame is more endurance-orientated, although it does feel racier than the previous incarnation. It's no out-and-out sprint bike, but it's by no means a slouch.



The bike comes with full Shimano Dura-Ace Di2 electronic groupset, and little else would be sufficient for a frame of this quality. Much has been written about how good Shimano's electronic gear systems are, and rightly so. The shifts are nearperfect; the self-regulation of the front mech gives the rider

a wider scope of available gears, and the aesthetically pleasing shifter buttons complete the package.

One little change that would improve the spec would be to swap out the compact for a mid-compact (52/36) chainset, which would be more in keeping with the racy feel of the bike.

This bike came with the direct-mount version of the





Dura-Ace brakes, which are the best rim brakes I've used. Excellent in the wet and dry, they have superior stopping power and look better, too. The rear brake is placed under the chainstays, which is said to have added aero benefit but certainly brings maintenance issues.

This model comes with

Fulcrum Racing Quattro
Carbon wheels. These are a
great wheelset but at first didn't
feel quite as fast as the Mavic
Cosmic Carbons previously
used by KTM. However, they
do feel harder-wearing—
something that outweighs the
negligible drop in speed.

The new wheels are partnered by Continental



Grand Prix 4000S 25mm tyres, which are a slight improvement on the Mavic rubber that used to come with these wheels.

#### Riding

This is a bike that urges you to go fast and it's fantastic to ride. The Dura-Ace groupset is near-perfect, the newly designed frame is very good indeed and the Revelator Prestige would not be out of place on the start line of any professional race.

Thanks to its very low weight, this is a machine that climbs well and accelerates ever better. Charging along on the flat, it slices through the air and keeps even us non-pros pushing on at a fair lick. It's one of the best-handling bikes I've ever ridden — responsive without being nervy or twitchy. The new wheel-tyre combo just adds to the confidence-inspiring feel of the ride and allows for speedy descending and cornering.

#### Value

Prospective buyers would be more likely to purchase this bike if they rode it first before being told the price. OK, that's an unlikely scenario, and the price tag might have a few people dismissing it. This is a brilliant bike, and cheaper than last year's, but when thrown in the ring with the big-name brands, it may struggle to hold its own.

#### **Verdict**

The Revelator Prestige is a fantastic bike that's been a pleasure to test over the past few weeks. The paintjob is eye-catching and sparked conversations with other riders, many of whom hadn't seen it before or heard of the brand. The componentry is top-end and complements the bike to give a great all-round ride. Fast on any terrain, this is a machine that will also see most through a sportive comfortably.

Although the price may deter some riders, especially those in thrall to the big-name brands, few who buy this bike will regret



■ Great frame

their decision.

- Excellent spec
- A joy to ride

Against

A bit pricy

# Winter tyres

#### Hannah Bussey puts five sets of tough winter tyres through their paces

#### What?

Punctures can be frustrating at any time of the year, but getting a flat during the winter months is by far the worst. We've gathered five sets of tyres that should offer a good balance of puncture protection, low rolling resistance and grip.

#### Why?

Summer tyres are all about super-low rolling resistances on warm sunny days. But as the temperature drops, some compounds can offer less grip. With roads in winter often wet and detritusstrewn, the need for a more robust set that can perform in lower temperatures is vital. As your only contact with the road, finding tyres that you trust to keep you rubber side down is any cyclist's Holy Grail. The same rules apply for a winter set, but you'll also want to factor in decent puncture protection to reduce your chances of freezing by the roadside and a rolling resistance that doesn't make every ride a laboured effort.

#### How?

We've tested all five sets of tyres using a pair of Fulcrum Racing S wheels. We inflated them to 90psi to be ridden by a 57kg rider in a mix of wet and dry conditions and rolled them round the hilly Peak District.

#### **HOW WE SCORE**

- 10 Superb, best in its class and we couldn't fault it
- 9 Excellent, a slight change and it would be perfect
- 8 Brilliant, we'd happily buy it
- 7 Solid, but there's better out there
- 6 Pretty good, but not quite hitting the mark
- 5 OK, nothing wrong with it, but nothing special
- 4 A few niggles let this down
- 3 Disappointing
- 2 Poor, approach with caution
- 1 Terrible, do not buy this product

# Case Lite *£*34.99

These supple, easy-to-fit tyres actually measure 26.9mm when inflated to 90psi. so while this gives a bit more rubber-to-road contact than the claimed 25mm, they may be a tight squeeze for some bikes. Bontrager says the AW3's distinctive tread pattern makes these ideal for wet-weather rides.

and while I can't vouch for a total immersion, I did feel firmly planted when riding between wet and dry tarmac. Bontrager has managed

Weight 250 grams

to deliver a good balancing act between providing a chunky puncture protection belt, and preserving the feel of the road; giving me confidence on corners, while post-ride inspections show the tyres are still intact. The Aero Wings, an additional section of tyre that fills the void between wheel rim and tyre wall, will always be seen by some as a marketing gimmick. But after expecting a tyre with such robust puncture protection to feel rather laboured, in practice the AW3 felt like the fastest tyre on test.

Sizes: 700c x 23, 25 and 28mm Size tested: 25mm (actual 26.88mm) www.bontrager.com



#### Bontrager AW3 Hard- Continental Grandsport Extra *£*34.95

These heavyweights in the tyre test were actually surprisingly easy to get over the wheel rim; good to know should you be unfortunate enough to puncture far from home in the cold. Once inflated to 90psi, the tyre's dome profile gives great rubber-to-road contact, especially in the corners. Featuring

Continental's newest tyre compound 'PureGrip', it sits just below its famous Black Chili compound, allowing the cost of the tyres to be slightly

Weight 322 grams

more competitive. On the road, the lower level compound still delivers to a very high standard, making these the most sure-footed tyres on test. Continental has also managed to find the sweet-spot between providing sufficient road feedback and impressively low rolling resistance. The Grandsport Extras are classic Continental tyres, delivering to expectations. At just shy of £35, they're a high-end option, but worth it for their level of performance.

Sizes: 700c x 23, 25 and 28mm Size tested: 25mm (actual 25.14mm)



#### Rubena/Mitas Racing Pro Syrinx £24.95

It was hard to not prejudge the Rubenas on first impressions only. A significant amount of flashing had been left on the tyre and they also measured small at 23.5mm, for a marketed 25c. To my surprise I found I quite

liked them. For a budget tyre, the rolling resistance is much lower than expected, holding its own against higher-end options. The tatty

Weight 244 grams

finish hides a Kevlar-like reinforcement, which allows the tyres to be robust, yet light, and combined with an aggressive tread pattern gives them an almost go-anywhere ability, perfect for unadopted roads or cycle paths. Their relatively skinny profile made me a little apprehensive about losing grip on corners. Realistically they were plenty grippy enough, but scruffy looks meant I found it hard to truly trust them. A good budget tyre that would be great if Rubena worked on the presentation.

Sizes: 700c x 23 and 25mm Size tested: 25mm (Actual 23.5mm) www.rubenacycle.co.uk



### Panaracer Gravel King £29.99

The lightest tyres on test stood out from the get-go for their almost tacky, fine, sandpaper-like finish. Panaracer specifies using 105psi with the Gravel King, totally against my instinct for a more malleable and traction-finding tyre. I tested them with both 105psi and 90psi, in the end deciding that the rolling resistance

wasn't significantly impacted using the lower pressure and also gave me an extra millimetre more tyre in contact with the ground. The

Weight 232 grams

riding-on-a-knife-edge feel that comes from the tyre's angular shoulder profile was also greatly reduced using 90psi, making it easier to bank over on corners. With either pressures, they weren't the fastest tyre on test, but Panaracer has pitched these as do-anything tyres, so lean towards the puncture-proofing element with an 'anti-flat' casing. While we didn't test their off-road capabilities to the max, they came home unscathed after a ride around some of Cheshire's most potholed roads.

Sizes: 700c x 23, 26, 28 and 32mm Size tested: 26mm (Actual 25.52mm) www.zyro.co.uk



#### Vredestein Fortezza Senso Xtreme Weather £49.95

The Fortezza Senso profile is quite pointed, which to some may look quite alarming, but actually offers the most rubber-to-road contact when the wheel is banked over, allowing me to put a good deal of trust in these in the corners.

Pitched as Vredestein's wet and cold weather tyre, they also come with a thick polyamide layer around the full contour of the tyre, which

Weight 256 grams

should provide protection to the sidewalls as well as tread. Considering this extra layer, the end weight is reasonable, but unfortunately this doesn't translate to a particularly low rolling resistance. On a positive note the tyres returned home intact, leaving me feeling confident that puncture protection is well up to the rigours of a British winter. They're a solid pair of tyres, but are very clearly winter training tyres with no emphasis on speed. The best news is we've found these discounted by up to 50 per cent online.

Sizes: 700c x 23, 25 and 28mm Size tested: 25mm (Actual 24.94mm) www.vredestein.com



# FITNESS

# How do I... ride in the wet?

A few changes to your technique may be all you need to enjoy wet-weather riding

James Bracev

lot of riders avoid the rain like the plague, but if you get used to riding in the wet you will increase your bike-handling skills, confidence and the number of riding days available to you.

Of course, the chances of rain are highest during the winter, OK, so most big target events take place in summer, but this is Britain: a torrential downpour can strike at any time of year.

#### Just relax

Most people who have scary experiences riding in the rain have failed to adapt their technique to the weather conditions. Don't expect your bike to handle the same way on wet roads as it does in the dry. Your brakes won't work as well, your tyres won't grip as well and the road will be covered in hazards barely perceptible when dry.

Paul Pickup, head coach at Pickup Sports Coaching, has these words of advice: "Check your bike before you set out. Sounds obvious, but my guess is that on a normal day you probably make sure the wheels spin, there is air in your tyres and then away you go. Simply spending five minutes checking over the basics on

Essential points

■ Avoid obvious hazards

■ Lower tyre pressures

■ Check your bike

■ Plan ahead

■ Slow down!

your bike - making sure your brakes are working and not worn (you do not want to be charging along, only to grab a handful of brake and for nothing to happen).

and running smoothly — you are going to pick up grit along the way. Check you have the right tyre pressure — no 110psi today, please! Aim to lose a good 10-20psi from your normal set-up."

Make sure your chain is lubricated

#### Slow down

Pickup also suggests adjusting your overall approach: "General riding will be slower, so pace vourself and aim to concentrate more on your handling and surroundings rather than your speed. Slow down well before you need to stop. Descents should be ridden with caution and climbs will most likely need to be climbed in the saddle. Trying to push too much power while out of the saddle will result in your rear wheel slipping and spinning out as you struggle to grab traction.

"Aim to spin with a high cadence as much as possible. Keep the legs and muscles spinning and working fast, wear some thermal tights and keep pedalling - the longer you stop or freewheel, the colder the muscles are going to get."

The final, important piece of advice is to be wary of road hazards, stay further out in the road to avoid puddles (often the sign of a pothole),

stay off the white lines and look out for the telltale rainbow of spilled oil or diesel, all of which can ruin your ride. So, no excuses now, get out and embrace the rain!

# YOU SAY

Lower your tyre pressure. Taking out

10-20psi or more will

allow more of the tyre

to contact the road.

giving more grip.

Look further down the road for upcoming iunctions and

roundabouts so you have enough time to react and adjust your speed accordingly.

> Accept and embrace it. Don't fool yourself that any [garment] is really waterproof. Concentrate instead on remaining warm.

> > Alison Stringer

Wet leaves are lethal. Keep your eyes open!

> Étienne Johan Sharp



Rock out the off-road bike: it's more fun when it's wet and muddy!

James Robinson

Stay off the painted lines.

Sydney Joseph

Don't use a Stages power meter and expect it to work after...

Rob Hussey

Ride with your mouth open to save taking a bottle with you.

James Baggott

# Things to do this week

#### 33Shake Chia energy gel

When you think of energy gels, you automatically think of a sticky, artificial-tasting substance. 33Shake's Chia energy gel is a break from the norm, as it contains only pure, natural ingredients. Packaged in dry form, open the resealable pouch and add water, coconut water or fruit juice according to your taste. This gel is suitable for winter riding, as it not only gives you the necessary energy boost required but also provides antioxidants to

help fight off winter illnesses. www.33shake.com £1.99

#### Sign up to ride the 2016 Cycling Weekly Sportives

Next season may still seem like the distant future, but that doesn't mean you have to wait to start planning your 2016 season. The first of nine Cycling Weekly sportives is the Wiltshire Wildcat on Saturday March 12. If you book before the end of the month, we'll give you a 10 per cent discount on your entry fee.



#### Raisins

Often eaten only in flapjacks or muffins, raisins eaten in their original form can give you large performance benefits out on the bike. A pack of raisins on a ride is a great natural alternative to energy chews and provides excellent energy benefits to keep you going. Raisins are packed full of carbohydrate and have a very low fat content. Not only that; when compared to energy chews, they are very light on your wallet as well.

# Pro winter training tips

With winter on its way, you might be tempted to pack away the bike and hibernate for the next six months. But these tips from winter-hardened prosprove you can keep on pedalling come what may





o cyclist should fear winter. After all, what's a bit of cold and rain? However, if you fail to take the proper precautions, your wet-weather ride can easily turn into a living nightmare — and we'd forgive you for not wanting to get back out on the roads until spring.

So that's why we've called upon some of the biggest names within professional cycling, past and present, to impart their words of winter wisdom.

Whether you want advice on building winter miles, maintaining motivation, or what to wear, it's all here and more.

#### **Kristian House**



JLT-Condor rider and 2009 British road race champion "Motivation

during winter isn't the hard thing; it's that first step out into the cold and into the rain. When it is bouncing down with rain, it takes that bit more willpower to just step out and do it. Ironically it's easier to go for an eighthour bike ride in the rain than an hour and a half or two-hour ride. In eight hours, you're going out and you're going to accomplish something; it's a long ride and you're going to be out there all day. A two-hour ride you can do on a turbo-trainer — it might be better that way."

#### **Dean Downing**

2 Iraii and "If y road

TrainSharp coach and former pro "If you're looking at road racing in 2016,

your winter mileage has to be progressive: don't do too much too soon. Build it up slowly month by month. Also, in the first few weeks, don't be scared of riding off road: I used to do a few hours on the mountain bike in Sherwood Pines, which is near where I live. Even if you'd only do 40 kilometres in four hours or so, it's still good training. Off-road training can be more fun when the weather is really bad. I used to do it three or four times a week sometimes."

#### James McCallum

3

One Pro Cycling DS and former pro "Clothing is so important in the

winter: my motto is go out with it on, because you can always take it off. I always take a spare rain cape, gloves and hat when the weather is really bad. A snood around your neck is always useful: good for when leaving the house, good when you stop, good when you descend."

#### **Rob Partridge**



NFTO rider "Until December, I'll just be keeping rides fairly short. I

will slowly up the duration through Christmas and into the new year; anything between 20-30hr from there, with an hour or two each week of gym work, running or swimming. My diet tends to go out of the window until December/ January, but luckily I can shed the kilos fairly quickly once I'm back to doing long days in the saddle. I like to spend as much time as I can seeing friends family and my girlfriend during the off-season, making up for lost time when the racing begins and we're away most weekends. This definitely helps me to switch off sometimes and talk about something other than cycling, power and bikes."

#### **Graeme Obree**



Former Hour record holder "Clothing is so important in

winter. I don't leave the house without a cape. The cape has to be waterproof and for the sake of an item the size of a fist, it's worth putting in your back pocket. Even a festival poncho will do the job. When you're fixing a mechanical, putting a cape on keeps away the threat of freezing.

You have to approach winter riding in the countryside, where you can be several miles from any sort of settlement, in survival mode. I also wear a helmet cover because there's a fine line

#### **Fitness**

between a cold head and a warm head; hypothermia can set in.

I find that cycling insoles are too thick so I buy different, thinner insoles to go with my thicker socks and that keeps the blood from being restricted. Windproof trousers are also what I'd recommend for standing around when fixing a mechanical."

#### **Steve Lampier**



Raleigh-GAC rider "I'll try and put an endurance block in before Christmas,

in good weather, so I can back off slightly over Christmas. I think some people try and hit Christmas too hard; with the social aspect of that time of year, it's too much. You will make yourself ill.

I stick to eating sports bars, and I always take an emergency gel with me. I've gone back to eating bananas again — it's good to have real food when you're riding. Keep yourself topped up; I've made the mistake of trying to lose weight while riding. It doesn't work like that. You've got to fuel your fire. It's the cakes and scones you may be tempted to eat at the cafe that you need to avoid."

#### **Matt Bottrill**



Coach and former national TT champion "My top tip is to

log everything you do in training because that's how you will learn to become a better rider. You will make mistakes, but it's how you learn from them that will make you improve. It's the riders that keep making the same ones that will go backwards. So don't be one of them — always focus on trying to improve.

Try and keep a balanced diet over the winter, and add lots of variety. Always try and have 30g of protein within the first 10 minutes after training and 1g of carbs per kilogram of body weight within the first two hours of finishing your ride. The key to staying healthy through the winter is keeping a steady



glycaemic index throughout the day and always forward-plan for the next ride. And my top tip is carry some antibacterial gel, especially if you use a lot of public transport for your daily commute — you will be less prone to illness this way."

#### **Shanaze Reade**



GB track sprinter and five-time world champion "Mental

preparation is key. Ultimately, your hard work is done in training, so I go through the plan of the day over and over until I get into autopilot zone. Then, prior to any racing, it's all about having a happy, content life to keep me focused.

Always carry a pump and inner tube when you go out riding. Also, I recently got a Garmin from Madison and it's my favourite thing to take with me. I can't go anywhere without it now. It's good to have if you need to get home quickly or you get lost!"

#### **Brian Stephens**



British Cycling
Olympic
Development
Programme coach

"The big question is when do you bail on going out when the weather is too bad? I'd say one bad day you can bail, but if it's going to keep raining for a week, you should probably go. You can probably make the training more intense and not as long; the last thing you want to do is get sick, and if you're starting to do big, long rides in bad weather there's a big chance you are going to make yourself ill. Try and work intense structure, shorter sessions into bad weather days and then make the best of good weather days when you can get out and do longer stuff."

#### **Dan Patten**

10.2

Team Wiggins rider
"I've always done a

lot of core and strength-and-conditioning work. Winter



is always a good time to get that done. I don't use any big machinery; I'll do it at home using smaller equipment! Plenty of stretching helps, too.

#### **Tom Moses**

JLT-Condor rider "If it's really cold outside, I tend to go

on the rollers for a few minutes before heading out, as that way I'll be warmed up when I start riding on the roads.
I live at the top of a hill in Keighley, Yorkshire, so I normally start my rides going downhill; there's little chance of warming up quickly if I were to go straight out on the bike. Also, if you think roads may be icy outside, stick to main roads, as they're less likely to be slippery than the quieter, country lanes.

"Lots of people talk about taking extra jackets with them if it's cold — but not many seem to mention your bottom half. I always take a pair of knee or leg-warmers out with me just in case, and if it's really cold when I'm about to head out, I'll wear them below my bibtights."

#### **Helen Scott**

12

Commonwealth and world para-cycling tandem champ

"A warm drink is wise if you're heading out on a cold ride. Sometimes I boil my kettle, let it cool for a bit and then make my squash up like that. That way, your drink won't freeze. Eating-wise, I'd try to eat something every hour, if your ride is two hours or more. A gel, banana or flapjack are all good choices. Winter riding is always a bit demoralising, so I'm always thinking about the delicious lunch I'm going to have when I get back. I always try to keep some tins of my favourite Heinz tomato soup in stock so I know that they will warm me up when I get home."

#### **Hannah Payton**



Team Kenesis and GB cyclo-cross rider

"Good clothing is so important — make sure what you're wearing is suitable. I use a lot of Gore products; their winter jacket is the best I've ever used. Being warm and comfortable makes a big difference. I eat a lot of Clif Bars during rides, too: they're only 300 calories, they come in different flavours and they're made from natural ingredients. Most importantly, they're easy to eat, so my body doesn't waste too much energy on digesting them."

#### **Graham Briggs**

149

JLT-Condor rider "I race cyclo-cross

to prolong my season and to use my Tour of Britain form. I use it to learn bike skills and because it's fun to go out. I usually race and ride my 'cross bike around autumn and Christmas.

"It can be boring just to do road rides. There are a few guys near

where I live and we go on the 'cross bikes or mountain bikes two or three times a week, hitting the off-road trails.

A two-hour 'cross workout is as good as a two-hour road ride. It keeps the mind fresh and is different to a few hours on the turbo."

#### **Hayley Simmonds**

**15** 

Women's national time-trial champion

"Unless the weather is atrocious, such as ice on the road, then I'll always choose to train outside over the turbo. But you can't just say 'Oh, it's a bit cold' as an excuse not to go out. If it's frosty, I might put it back a few hours but the days are shorter so often the turbo is how to overcome frost.

I fell off in the ice a few days after Christmas in 2013 on a day when a lot of people around the country also seemed to come off. I was at my partner's parents' house in Salisbury and he said to follow him down this road. It was sunny and cold but the frost had disappeared. We went down a bank after 20 minutes and the sun had not warmed a stretch of frost. and I slid out on the corner. Five seconds later my partner did the same further down the road. He ripped his leggings and top but I only broke my shoe buckle. I learned the hard way not to risk ice."

#### **Chris Walker**

16

1991 Milk Race winner and RST Team manager "A lot of people

put weight on during their time off, but I did weight training to keep the fitness there and not to pile on the pounds.

"I never did any heavy weights, but I'd work my legs, arms and core by doing three sets of 10, three days a week. I'd do dips and pull-ups as well. I taught the juniors to do it at RST because I'm a big believer in power-to-weight ratio."

# Simon Geschke: My Week in Training

Cycling Weekly catches up with Giant-Alpecin's Tour de France stage winner Simon Geschke as he begins his off-season training

Date: November 9-15, 2015 | Location: Freiburg, Germany

ovember saw Germany's latest
Tour de France stage winner
Simon Geschke make his first
foray back into cycling after a three-week
break. It included a trip to Japan to ride
the Saitama Criterium.

The bearded 29-year-old explained that the earliest part of his season was all about taking a measured approach with the long-term view of the approaching 2016. The key at this point, he added, was to keep the training low-intensity, diverse and fun.

"I'll train at home for three or four weeks and then we have a training camp in Spain, and then it starts to get serious," he said. "Then we have the Tour Down Under and we start doing some really long rides in better weather, and it gets very serious."

#### Monday

"I went and rode a few hours easy, about two hours. In the first week back, I won't go out for any longer than three hours. It's terrible, losing fitness. When you get back on your bike, you feel really unfit. I hate it!"

WE SAY

It is not only amateur riders who find it hard to get back into training after a break. However, it is

important to take time out to let your mind and body recover from the exertions it has suffered from a long season. Upon returning to training, it is important to ease back in slowly and steadily.

#### Tuesday

"In November, I try to change things up as much as possible, going running, mountain biking, some longer rides on the road. I also restarted power training just to mix it up a bit, so this was the first session of power training in this first week back."

#### Wednesday

"I also like to go running when I'm on holiday; I don't want to take my bike on the airplane. Today I went running for maybe 15 minutes, just to get moving again and to get the heart rate up. You can't start with one hour of running because your knees, ankles and legs just aren't used to it anymore. You have to start with just 10 minutes and go up to 20 or 30 minutes after a while."

WE SAY

Cross training is a great way to maintain fitness throughout the winter. This is more for the mind,

which is able to switch off from the repetitive nature of cycling training and focus on another aspect of fitness. However, cross training activities such as running must be

Simon Geschke

Age: 29
Lives: Freiburg, Germany
Rides for: Giant-Alpecin
Discipline: Road
Best results: Winner, 2015 Tour de
France stage 17

approached with caution, as certain muscles and joints won't be used to the stress and load compared to cycling. This risk is amplified in physically fit individuals because they can cope with the cardiovascular demands but their musculoskeletal system may be fragile in high-load sports such as running.

#### **Thursday**

"I went mountain biking for a little bit longer, around two and a half hours. It's a little bit more intense, but that's OK; twice a week, you can handle that. I mean, mountain biking is a bit like interval training. I take a heart-rate monitor to make sure I take it as easy as possible, because it's a little bit more intense."

WE SAY

Using a mountain bike training session to simulate intervals means you can get the same out

of a session without having to spend hours on end riding. Mountain biking also breaks up the monotony that can occur from riding on the road compared to the varied terrain of riding off road.

#### Friday

"Today was a rest day. In November you can sleep in, you can train, you can go and do other things. You don't train as much as you do in the new season. The big hours and longer rides you do in January and February."



Rest days are still needed for Geschke even when his training intensity levels are relatively low.

You need to take it easy and not be too eager to regain your fitness as quickly as possible, especially if you have had a prolonged period of time off the bike. This could lead to illness and injury, which would be a greater setback long-term.



#### Saturday

"I went out for a spin on the road bike. I wore my heart-rate monitor again, and I didn't really want to go over around 160bpm. I have a really high [maximum] heart rate, so sometimes I might go a little bit over [160bpm], but up until the first training camp with the team in December, I want to stay below that."



Despite getting back on the road bike, Geschke makes sure he sticks to a structured plan

throughout the ride, monitoring his heart rate to control his session. Going into anaerobic

intensity could do more harm than good. This also shows that monitoring training exertion is not all about power meters, even at the professional level — and that the humble heart-rate monitor is still an effective training tool for all cyclists.

#### Sunday

"More mountain biking for a couple of hours. There are some good trails near where I live in Freiburg, in the south of Germany near the Black Forest. It's mostly cross-country stuff, up and down, although sometimes I go and do some downhill trails, just to add a little bit more fun." WE SAY The off-season is the perfect time to work on bike-handling skills, before the heavy workloads of

fitness are implemented. Downhill mountain biking carries many transferable skills into road cycling: picking the fastest lines, making the most of the available grip, etc. Indeed, some of the best descenders in the pro peloton, such as Peter Sagan, come from a mountain bike background.

As seen in many races over the years, having the ability to attack or at least defend your position skilfully on a mountain descent is nearly as important as climbing a mountain at speed.

# 'Oval' gets the OK

#### Study backs elliptical chainrings

**Andrew Hamilton** 

Some previous studies on elliptical chainrings have shown that they can help riders generate higher levels of peak power during high-intensity efforts. But how useful are they for amateur endurance cyclists, who spend most of their time riding at steady, rather than maximal, speeds? A recent study suggests that we should give them a second look.

#### The science

Ten novice cyclists performed two incremental tests to exhaustion on a bike in the lab on two separate occasions. In one test, they rode using a conventional circular (Shimano) chainring. In the other, they rode using a non-circular chainring (Osymetric).

During the first 12 minutes of each test, the workload was increased by 30 watts every three minutes. Thereafter, the workload was increased by 30 watts every two minutes until the riders were exhausted.

#### The results

Riders using the ovalised

chainring achieved a maximum power output of 362 watts before exhaustion set in, compared to only 338 watts using the circular ring.

Also, when riding the ovalised ring, riders used less energy at lower workloads than with the circular ring. This 'saved' energy subsequently allowed the riders to sustain higher power outputs later on in the test before exhaustion set in.

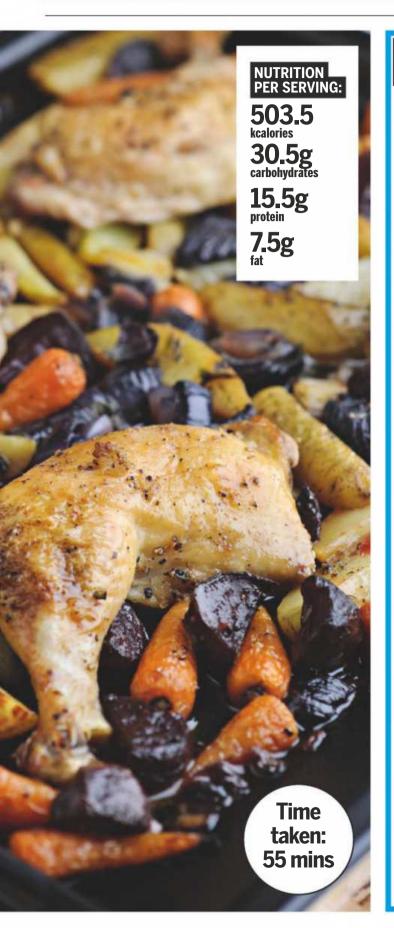
#### What it means

Using a non-circular chainring may not only increase peak power, but also pedalling efficiency at lower speeds too. This study used only 10 subjects, however, making it harder to be totally certain of the validity of the results.

What's more, the subjects were novices rather than highly trained cyclists (although it's well known that some pro riders, including Sir Bradley Wiggins, have recently been using elliptical rings). Overall, it appears that if you're an amateur/ recreational road cyclist, the take-home message is that non-circular rings may be worth a try.







# TAKE HOME TRAINING SESSION

# Recover at tempo

CW has teamed up with Wattbike sports scientist Eddie Fletcher to devise some new training sessions. This week is all about building up your endurance for the season ahead

Traditionally cyclists spend this time of year riding at low intensity for long durations to build their endurance. This works fine if you are able to train for Time 20 hours a week but for most taken: cyclists this is not possible. 85 mins To address the need to maintain fitness within limited time. I focus on sessions ridden at tempo (76-90 per cent of FTP), while also aiming to improve any weaknesses that you have identified in the summer.

This session not only has you working in the tempo zone, which increases muscle glycogen storage, it also improves your lactate processing. The change of cadence in the middle effort adds an element of strength work to the session.

Each effort is 15 minutes long, so warm up well. The first minute should simulate an attack in a race (low end of

Zone 5) followed

by 14 minutes in Zone 2. As the season nears, you can up the intensity of the 14-minute block or increase the one-minute effort to two minutes.

Cadence (RPM)	Zone
90	1-2
90	5
95	2
85	1
90	5
95	2
85	1
100	5
95	2
85	1
	(RPM) 90 90 95 85 90 95 85 100 95

Effort	You can	It feels like you're	Use it for	% Max heart rate	% FT power
Easy Zone 1	Chat freely	Warming up	Warm-ups, cool-downs and recovery	60-65%	56-75%
Steady Zone 2	Speak one sentence at a time	Riding along in the bunch on the flat	Long rides	65-75%	76-90%
Brisk Zone 3	Speak a few words at a time	Breathing deeply and working hard	Long efforts of 10 to 20min	75-82%	91-105%
Hard Zone 4	Say only one word at a time	Really attacking (perhaps on a climb)	Efforts lasting 2-8min	82-89%	106-120%
Very hard Zone 5	Grunt and gasp	Sprinting	Efforts lasting less than 2min	89%-MHR	121%+







A surprisingly tough early-season challenge in the Warwickshire wilds

arwickshire may not seem an obvious destination for getting in an early-season event but, centrally located and criss-crossed by motorways, it's easy for many cyclists to get to. And while the Rawlinson Bracket straddles the M40 near Gaydon, the 70-mile route makes formidable use of the surrounding countryside to offer up a testing winter workout with over 1,000 metres of ascent.

The Rawlinson Bracket takes in lovely

#### Where is it?

The Rawlinson Bracket heads out around Warwickshire, home county of Shakespeare. In the heart of the country, it straddles the M40 near Gaydon. Once out onto the network of country lanes, which makes this an ideal early-season destination, the roads are quiet and the nature is wonderful.

#### Why ride it?

The event may run through gentle Warwickshire countryside but it seeks out some vicious climbs and will make for a challenging ride at a time of year when you're still building fitness. And after the months inside on the turbo, heading out into the lanes will provide welcome relief.

#### History

The event first ran on the February 24, 2013, a year to the day after the passing of Nick Rawlinson at the age of 30 from Sudden Arrythmic Death Syndrome (SADS). Entries have risen year on year with entrants enjoying the roads Rawlinson loved to ride and has raised over £12,000 for SADS UK.



#### How to enter

You can enter through the website: www. the-rawlinson-bracket. co.uk

#### **HQ details**

The event is just off junction 12 of the M40 at Gaydon, almost in the middle of the country and at the heart of the motorway network. Non-drivers can catch a train to Stratford-upon-Avon, Leamington Spa or Banbury for a short ride to the start.

#### Where to stay

There is a Holiday Inn and a Travelodge at Stratford, 15 miles from the start line in Gaydon. Closer, just three miles down the road from the start line, is the Swan Hotel. You could also try the White House or Stamford Hall Farmhouse bed and breakfasts.

#### Where to eat

For some pub grub in Gaydon itself make your way to the Malt Shovel Inn. There's the Crown in Harbury or the Butcher's Arms in the village of Bishop's Itchington. The Coffee Stop, with branches in both Kineton and Wellesbourne are just a short ride away and are open on Sundays.

#### Local bike shop

The Traditional Cycle Shop is a short drive away in Stratford, and is open on Sundays should you find yourself in need of parts or technical assistance.



landscapes, travelling as it does through a country park, along miles of quiet lanes and through picture-postcard Cotswold villages. The event is held in memory of Nick Rawlinson, who died in 2012 at the age of 30, and the route is a tour of his favourite lanes. "Nick loved to cycle. He especially liked the suffering aspect," explained organiser Steve Jefferies.

And so it's the hills that capture the spirit of the Bracket. With six major rises on the course, you needn't worry about getting bored on the flat bits, as there's always another challenge to look forward to. At first you might not believe this. Don't be misled, as we were, by the first, easier, half of the ride. We soon discovered the monsters lying in wait. We'd advise you to keep something back, especially if the winter training hasn't gone to plan.

The first real belter is Knowle Hill, which comes at around the 30-mile mark, and from there the work rate goes way up until you

make it home. Knowle's a brutal climb, soaring 300 feet in half-a-mile, and you'll have plenty of time to reconnoitre, which is a good job because you'll be coming back down it later in the ride. We had some fun on the howling descent but be very careful approaching the left-hander two thirds of the way down, as it's very easy to carry a

lot of speed in and run wide. After climbing the escarpment for the first time, we descended into the village of Tysoe, another great high-speed run, but again caution is advised for the turns at the bottom. This is a quiet lane, and come February you'll need to be aware of debris and water on the road.

The road out of Tysoe took us up the two-mile grind of Lady Elizabeth Hill, another one you will be descending later. When you get to descend you can let rip until you reach Tysoe once more. There was some light traffic when we rode the route, so exercise caution.

The run along the B4035 into Lower Brailes can be a bit hairy on a windy day and we experienced some significant crosswinds. Bear this in mind if it's blowing hard on event day.

The last major climb is also the toughest. It's the final assault on the Edge Hill escarpment up Sun Rising, alongside the Civil War battlefield you'll have skirted earlier from the other side

when climbing Knowle Hill.
A little over half a mile long,
Sun Rising Hill starts off nasty,
allows you a brief respite around
an alpine hairpin, then launches
towards the sky, getting steeper
and steeper until the final
turn at the top. It's certainly a
memorable way to finish the
final few miles of an earlyseason challenge.

ORGANISER'S TARGET TIMES					
Route	Distance	Ave Speed	Time		
Bottom Bracket	33	10mph	3hr 18min		
Bottom Bracket	33	14 mph	2hr 21min		
Bottom Bracket	33	18 mph	1hr 50min		
Top Bracket	70	10 mph	7hr		
Top Bracket	70	14 mph	5hr		
Top Bracket	70	18 mph	3hr 53min		

# The challenges

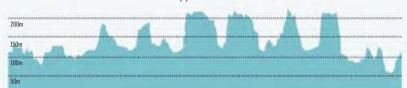
**1** Shotteswell It's not the first hill on the route but it's the first one with teeth — a short, steep climb up through the village that will get your motor racing.

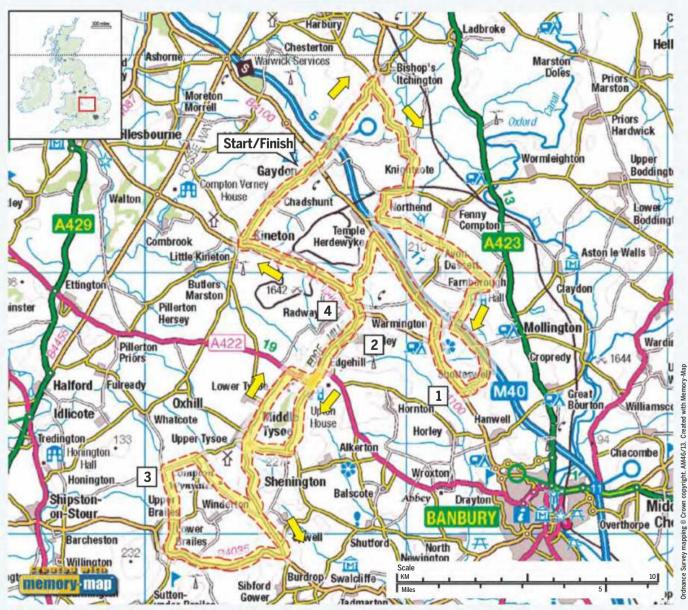
2 Knowle Hill
This is a tough climb
averaging 11 per cent for
half a mile, and seems
to rise forever, the Edge
Hill escarpment looming
before you like a green wall
on the approach.

**3** Compton Wynyates A relatively long climb, at almost two miles rising over 300 feet, it's late in the ride and the gradient frequently changes so it's hard to find rhythm here.

### NAIL IT

4 Sun Rising
Sun Rising is a monster, climbing the same escarpment as Knowle Hill but much later in the ride and maxing out at 16 per cent. It's been recently resurfaced so there's good tarmac but the ferocity of the gradient is easy to redline on. There are still plenty of miles to do to get home but once you've reached the top that's all the major climbing done so you can really empty yourself. If you look to your right as you near the top there's a fantastic view but you might be more interested in keeping the legs turning!





Event website: www.the-rawlinson-bracket.co.uk

# Hafren Cycling Club

Chris Marshall-Bell goes for a ride with the relaunched mid-Wales club enjoying a new lease of life despite its remote location

afren CC are, on the face of it, like any modern British cycling club.

Members who race? Tick. Active time trialling scene? Tick. A burgeoning youth membership? Tick. Popular social and club rides? Tick. Inclusive to all ages and genders? Tick.

They attribute their success and popularity to the post-2012 cycling boom. Sounds familiar, right? Dig a little deeper, though, and Hafren's deployment of the tried-and-tested recipe is more remarkable than most.

Hafren, relaunched a year before *that* year when cycling became mainstream, have every right to feel as though they are the outcasts of British cycling. They are situated in a backwater where there is a paucity of closed-circuit cycling facilities; many members have to travel for upwards of three hours.

The club serves the three mid-Wales towns of Newtown, Welshpool and Llanidloes, and its nearest circuit is in Rhyl, which is 1hr 30min away, trafficpermitting.

While Rhyl might be too far on a midweek night, riders do still race at the 1.3km circuit on occasions, showing a willingness to breach potential obstacles.

As for velodromes, a visit

to Welsh Cycling's home at Newport takes the best part of two-and-a-half hours.

"So what?" you might respond. "A lot of clubs have the disadvantage of being in a remote location."

But the geographical deficiencies in terms of racing don't end there. Welsh Cycling lists the club as residing in North Wales, meaning that attending local races is difficult, complex and costly.

While club members can choose to compete at any race in the country, they don't have the luxury of an array of local events to choose from.

For all the challenges, however, the club compensates tremendously. Their terrain and landscape was recently used by the Tour of Britain — a hint, perhaps, that people are waking up to what the area offers to cyclists.

One rider tells me how cycle tourism in the region has increased markedly in recent years. The most comforting find, however, is the riders' fortitude in conquering the obstacles.

The club hosts a summer time trialling series with

#### Club facts

Based: Welshpool, Newtown, Llanidloes, mid-Wales. Members: 126 Formed: 2011 Meets: Welshpool Flash Centre, Newtown Maldwyn Sports Centre

17 events. Josh Williams, a prolific time triallist who finished in the top 10 in the National 10, 25 and 50 this year, holds the 10-mile course record on the D10/8r route near Welshpool, of 19-57.10.

#### **Community spirit**

Up to 35 riders, plus guests, regularly attend the races, with 20 per cent of the start sheet females.

The winter cyclo-cross season sees an array of Hafren riders taking part in the West Midland League, even if they can't accrue championship points.

"The [Hafren] jersey gets around and a lot of people know about us now," Mike Williams says.

The club is nurturing a bright new future too: 39 junior members attend coaching on a Saturday morning, held not on one of the faraway tracks, but on the grounds of a local business. Community spirit trumps logistics here.

To accommodate the geographic spread of the 120-plus members, club runs depart from either Welshtown or Newtown. Before the rides even begin, some have cycled for 15 miles already. There is, perhaps, a training advantage gained from being based in the proverbial middle of nowhere.

Club chairman Rob Finch, who was the team manager of the former Arctic-Shorter-Rochford team who dominated the hill-climbing scene during the mid-2000s, is clearly integral to the

#### History

Hafren CC is the second incarnation of the former Hafren RC, which was founded in the mid-Eighties by eight-time Tour de France stage winner Barry Hoban and Commonwealth Games 1962 road race winner Wes Mason. The club disappeared from the racing scene due to a lack of members.

In 2011, the club was resurrected, launching as Hafren Cycling Club, with Hoban returning as club president. In the ensuing four years, Hafren CC has experienced a phenomenal growth on the back of the increased interest within the

sport; the club membership has grown by 14 per cent in the past season alone.

The time trialling scene is the club's bread and butter, hosting a popular summer series (see above). Members also enjoy cyclo-cross and track racing, and the club regularly enters large numbers into sportives.

Boasting well over 100 members, the club covers Welshpool, Newtown and the Llanidloes area of mid-Wales.

#### Achievements

■ Awarded British Cycling's Go-Ride Clubmark accreditation



Club member Lee Finch competed for Great Britain at U23 level in 2000. Finch rode a number of U23 World Cup races, riding against Tour de France yellow jersey wearer Kim Kirchen, and also Franck Schleck and Michele Scarponi.



# Hafren Cycling club run

### Ride highlights

**1**Penrhos Coppice Climb The climb out of Sarnau village isn't blatantly arduous — a 1.3km profile with an average gradient of four per cent — but a section of 17.5 per cent ensures a tough slog. Mount Road Climb

Tip: don't overindulge in cake before attempting this brutal monster: 100yds after leaving the cafe, a 0.5km climb averaging 10 per cent tops out with ramps up to 20 per cent.



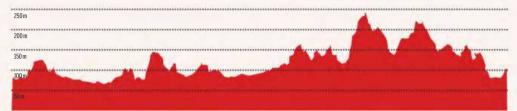
# **3**Through Castle Caereinion to Gwernydd

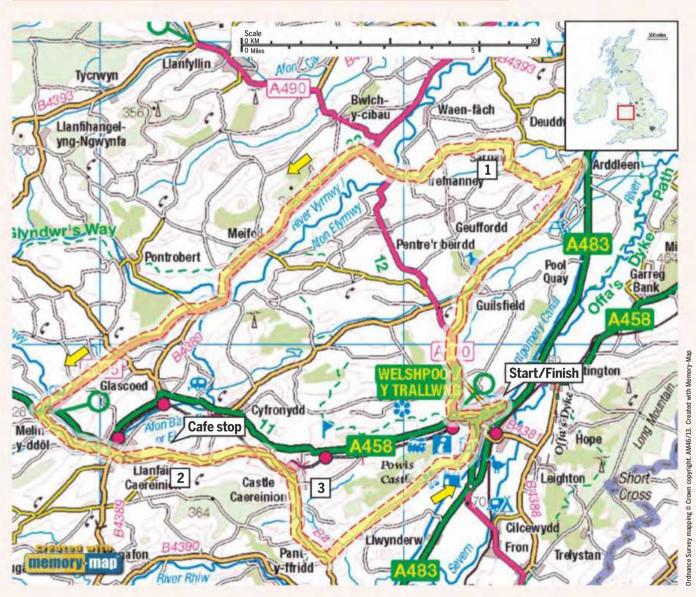
A steady climb with a few slight outof-the-saddle demands, levelling off before the final 400m kick with an average of 10 per cent.

#### Favourite cafe

#### Llanfair Caereinion Steam Railway

More than just a cafe, this refuelling location is picture-postcard worthy and is especially delightful for train-spotters. You can sit in the cafe or outside on the platform, enjoying one of the homemade delights. But be wary of the hill (see left) straight after. Pool Rd, Llanfair Caereinion, Welshpool, Powys, SY21 OSF.











club's reputation.

"Rob's great," comes one voice. "Rob's helped me enormously," another lauds, before a further appraisal arrives: "Rob's given me training help, all sorts."

It is unsurprising to see Finch at the front of the group, directing the club riders around the undulating lanes and past the tourist sites: Powys Castle, Llanfair Caereinion Steam Railway and the dramatic hills on the landscape.

At the back is local bike shop owner Tony Brooks, who is just back from the World Masters Track Championships. For many, Brooks provided the original stepping-stone to joining the club. For Hafren members. he is not just a friendly face with his shops Brooks Cycles in Welshpool and Newtown; many buy their bikes and equipment from him.

There's a tangible sense of unity and a willingness to overcome the limitations at Hafren — as well as solid structure, a full calendar and strong membership. You can't help but be impressed.

#### Meet the club









Contact: www.hafren.cc | Twitter: @HafrenCC | Facebook: Hafren CC

# UPGRADE YOUR CYCLING WITH THIS EPIC PRIZE!

To celebrate the launch of **Propello**, a cycling performance business that delivers **Training Programmes and Bespoke Coaching** to cyclists all over the world, **Cycling Weekly** are offering one lucky reader the chance to win a **Six Month Propello Bespoke Coaching Programme worth £1000!** 



# Garsdale Head

#### Garsdale, Cumbria

Simon Warren

arsdale Head, or the Coal Road as it's also known. has a vicious beginning and is in my opinion the toughest obstacle on the brilliant Etape du Dales route. If you're riding the famous loop, you'll hit this climb with 110km of hard riding in your legs and they'll not be happy when faced with the initial 20

After turning off the A684, you climb up under the train line and as you rise, the steeper the slope becomes. At the bend it hits its maximum

per cent-plus corner.

and doesn't ease off for some time, as the climb lines out ahead of you and away across the moor into the distance. Don't look too far ahead, take it metre by metre and just enjoy the stiff gradient - revel in it, if that's possible.

Thankfully CW there are a few **Difficulty** spots where rating: the climb relents, and 7/10 these become more frequent the

> further up you travel. The final slopes twist and turn a fair bit, and there are multiple false brows before you reach the true summit. So press on until you are absolutely sure you can climb no higher.



WHERE The base lies just south of the A684 east of Garsdale on the road up to the train station.



**KoM Top Tip** Take it steady round the first bend before gradually increasing your effort.

20% 2.7km 537m 222m 6%

height

gain

Average gradient

gradient

550m 500m 450m 400n 350m

Strava file: www.strava.com/segments/6677557





Photo: Andy Jones

# Thompson takes double victory

#### Back-to-back wins for Lines rider

leaford
Wheelers
cyclo-cross
ace George Thompson
secured a weekend
double, taking victory
in Saturday's Notts and
Derby League as well as
the Lincolnshire League
on Sunday.

The 21-year-old
from Silk Willoughby
was 34 seconds ahead
of his nearest rival at
Holme Pierrepont in
Nottingham, with Mansfield
RC rival Jonathan Harper
second and Diane Lee (Team
Mulebar Girl) the first female.

And in Sunday's Lincolnshire League race in Nettleham, he was 1.15 ahead of Adam Gascoigne (Pedal Power), while Mark Cotton (Ellmore Factory Racing) was a minute back, in third.

In the women's race at Nettleham, Sam Burman (Team WNT) took the win ahead of Sian Botteley (Velosure-Starley-Primal), while best of the veterans was Martin Kennedy (Ellmore Factory Racing).



After finishing on the senior podium five times so far this season, junior ace Toms finally made it to the top step when he won by three seconds in round 12 at Hempton Common on Sunday.



In the Eastern League, 16-year-old Dougal Toms (Iceni Velo) stormed to victory at Hempton Common near Fakenham, taking the win by just three seconds from Paddy Atkinson (Bikesoup Test Team). Ross Tricker (Vicious Velo) took third, while the best female was another junior, Sophie Wright (Strada Sport).

Steve James (Hargroves Cycles) won round nine of the Wessex League at Southampton Sports Centre, while Sam Allen (PedalOn) had to settle for second once again, with Alex Forrester (Zepnat Cycles) third.

Another Hargroves Cycles rider, Nick Barnes, won the latest round of the Yorkshire Points Series at Wentworth Castle Gardens, finishing a minute clear of Billy Harding (Oldfield-Paul Milnes), while Tom Seaman (Paul Milnes Cycles) took third.

In the veterans and women's race, John Hick (Holmfirth CC) took victory, while second spot went to Alice Barnes (unattached).

#### Cyclocross

#### Saturday, November 14

Notts and Derby League round seven (Holme Pierrepont, Nottingham):

Seniors: 1. George Thompson (Sleaford Wh) 53.01; 2. J. Harper (Mansfield RC) +0.34; 3. P. Cox (Pedalpower) +1.32; 4. J. Thompson (Rutland CC) +2.14; 5. C. Fernie (Nottingham Clarion CC) +2.56; 6. L. Shunburne (Fossa Racing) +3.48; 7. A. Whiting (Bolsover & District CC) +3.50; 8. J. Armstrong (VC Lincoln) +3.58; 9. K. Brown (Bolsover & District CC) +4.31; 10. A. Duncan (Sherwood Pines CRT) +4.55. Women: Diane Lee (Team Mulebar Girl) 54.11

Veteran: Darren Atkins (Ride Coventry) 46.40
Veteran 45: Darren Atkins

**Veteran 50:** Kirby Bennett (Team Jewson) 52.33 **Veteran 55:** Kirby Bennett

Veteran 60: Carl McDonagh (Zepnat Cycles) 48.57 Veteran 65: Graham Whiting (Bolsover and District CC) 51.58

Youth boy: Toby Barnes (Lichfield CC) 25.02 Youth girl: Xan Crees (Team Empella Cyclo-cross. com) 25.06

Under-14 boy: Toby Barnes
Under-14 girl: Amelie Wayte (unattached) 27.41
Overall standings after round six:

Senior: 1. Jonathan Harper (Mansfield RC) 1,195 pts; 2. L. Sunburne (Fossa Racing) 1,190 pts; 3. A. Duncan (Sherwood Pines Cycles) 1,174 pts. Women: 1. Maddi Smith (Bolsover & District CC) 1,199; 2. E. Roberts (Derby Mercury RC) 1,164; 3. C. Mansfield (Nottingham Clarion CC) 1,160.

#### Central League round eight (Desborough Leisure Centre, Kettering):

Seniors: 1. Adam Gascoigne (Pedal Power) 55.37; 2. M. Jones (unattached) +1.41; 3. N. Ellison (WDMBC-Specialized) +1.44; 4. S. Adams (Langdale Lightweights) +3.36; 5. J. Peacock (Rhino Racing) +5.41; 6. D. Drake (VC Deal) +6.33; 7. K. Jarratt (RAF CA) +7.50; 8. L. Smith (Equipe Velo) +7.53; 9. S. Downey (WDMBC-Specialized) +8.40; 10. P. Beattie (Rockingham Forest Wh) +9.05.

Women: Emily Wadsworth (Beeline Bicycles)
Veterans 40-49: Mike Simpson (Beeline Bicycles)
Veterans over-50: Phil Roach (Team Jewson-Mi Racing)
Juniors: Jacob Tresham (Corley Cycles-Drops)
Under-16 boys: Tom Durkin (Welwyn Wh)
Under-16 girls: Cecilia Hime (St Ives CC)
Under-14 boys: Oliver Stockwell (Welwyn Wh)
Under-14 girls: Anna Wadsworth (Beeline Bicycles)

#### North West League (Otterspool Park, Liverpool):

Seniors: 1. Giles Drake (Leisure Lakes Bikes) 48.23; 2. M. Donovan (Beacon Wh); 3. M. Wardle (Wheelbase-Altura); 4. J. Peatfield (Horwich CC); 5. M. Woffindin (Team Moda-Anon); 6. J. Williams (VCUK PHMAS); 7. S. Reid (Wheelbase-Altura); 8. R. Ashcroft (VCUK PH MAS); 9. T. Martin (Furness Future Flyers); 10. K. Spreckley (Manchester Wheelers).

Juniors: Mark Donovan
Under-23s: Ryan Ashcroft
Women: Evie Richards (TMO Racing)
Veterans: Pete Middleton (Zepnat RT)
Under-16 boys: Lewis Hartley (Inspire VCUK RT)

Under-16 girls: Nicole Clarke (Birkenhead North End CC) Under-14 boys: George Ball (Furness Future Flyers)

#### .

#### Sunday, November 15

Yorkshire Points Series round 5a (Wentworth Castle Gardens, South Yorkshire):

Seniors: 1. Nick Barnes (Hargroves Cycles)

Under-14 girls: Niamha Albone's (Liverpool Century CC)

**56.33**; 2. B. Harding (Oldfield-Paul Milnes) +1.00; 3. T. Seaman (Paul Milnes) +1.39; 4. I. Taylor (C&N Cycles); 5. C. Young (Pedalsport CC); 6. R. Thackray (Oldfield-Paul Milnes); 7. C. Metcaffe (Charge Bikes); 8. B. Cooper (Hargroves Cycles); 9. C. Taylor (Paul Milnes Cycles); 10. G. Fox (Paul Milnes).

Veterans: John Hick (Holmfirth CC)
Women: Alice Barnes (unattached)
Under-16 boys: Matt Taylor (PH MAS)
Under-16 girls: Lucy Naylor (Paul Milnes Cycles)

#### Wessex League (Southampton Sports Centre):

Seniors: 1. Steve James (Hargroves Cycles) 1:00.53; 2. S. Allen (PedalOn) +2.27; 3. A. Forester (Zepnat RT) +3.39; 4. J. Hickerton (Eden Veranda Racing) +4.54; 5. M. MacDonald (Eden Veranda Racing) +5.27; 6. C. Minter (PedalOn) +5.45; 7. K. Norfolk (PedalOn) +6.41; 8. T. Budden (Sotonia CC) +7.33; 9. J. Norfolk (PedalOn) +8.00; 10. R. Smith (Team Moore Fitness RC) +8.29.

Veterans 40-49: Crispin Doyle (Hargroves Cycles)
Veterans over-50: Dave McMullen (Cotswold
Veldriiden)

Juniors: Tom Sewell (Cotswold Veldrijden)
Women: Sarah Barber (North Hants RC)
Under-16 boys: Callum Macleod (Palmer Park Velo)
Under-16 girls: Abbie Manley (Eden Veranda Racing)

#### Lincolnshire League (Nettleham police HQ, near Lincoln):

Seniors: 1. George Thompson (Sleaford Wh) 50.52; 2. A. Gascoigne (Pedal Power) +1.15; 3. M. Cotton (Ellmore Factory Racing) +2.14; 4. J. Armstrong (VC Lincoln) +2.25; 5. M. Foston (Langdale Lightweights) +3.12; 6. B. Kiers (Bourne Wh) +3.20; 7. M. Gee (Arrow Cycles) +4.14; 8. A. Siebert (Carnac Planet X) +4.48; 9. C. Dyson (Beeston CC) +5.05; 10. J. Vickers (Carnac Planet X).

Juniors: James Armstrong
Veterans 40-49: Martin Kennedy (Ellmore
Factory Racing)

Veterans over-50: Adrian Hill (Squadra RT)
Women: Sam Burman (Team WNT)
Under-16 boys: Alec Gregory (Leicestershire RC)
Under-16 girls: Isabel Darvill (VC Lincoln)

#### East Kent League round three (Discovery Park, Sandwich, Kent):

Seniors: 1. Phil Glowinski (VC Londres); 2. P. Sheers (Vicious Velo); 3. J. Wakeling (Bowlphish Bontrager Racing); 4. G. Finch (PMR at Toachim House); 5. D. Drake (VC Deal); 6. T. Smart (VC Deal). Juniors: George Finch (PMR at Toachim House) Veteran 40-49: Stuart McGhee (Evans Cycles RT) Veteran over-50: Nick Welsh (GS Invicta) Women: Charlotte Heywood (Twickenham CC) Youth: Noah Charlton (Bowlphish Bontrager Racing)

#### Eastern League round 12 (Hempton Common, Fakenham):

Seniors: 1. Dougal Toms (Iceni Velo) 1:02.14; 2. P. Atkinson (Bikesoup Test Team) +0.03; 3. R. Tricker (ViClOUS VELO) +3.32; 4. J. Madgwick (Hackney GT) +3.37; 5. C. Skinner (API Metrow) +4.58; 6. W. Warre (Cycle Lab) +5.41; 7. R. Milton (Hackney GT); 8. R. Smithers (Kings Lynn MTB); 9. C. Mackie (Lee Valley YCC); 10. J. Murphy (Kings Lynn MTB).

**Juniors:** Dougal Toms

**Veterans 40-49:** Shaun Aldous (Renvale RT) **Veterans over-50:** Richard Muchmore

(Revel Outdoors)

Women: Sophie Wright (Strada Sport)

Under-16 boys: Oliver Snodden (Sherwood Pines SRAMRT)

Under-16 girls: Holly Hoy (St Ives CC)
Under-14 boys: Oliver Stockwell (Welwyn Wh)
Under-14 girls: Harley Pell (CC Ashwell)

Common on Sunday. while second spot went to Alice Barnes (unattached).

Snowdon Sports supply domestic results and reports to Cycling Weekly. Please send your information to results@snowdons.co.uk or call 0114 232 5555 and we will do our best to include them in our expanded racing section.

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# Hutch

The Doc stumbles upon some sage advice regarding flatulence, from days long before the energy gel

doctorhutch\_cycling@timeinc.com



was leafing idly through a few old copies of this magazine recently, when I found an article in the fitness section that surprised me.

"Flatulence" it was boldly and unambiguously headlined. Which, when you're used to "Revealed! Why chewing is better than swallowing whole!" and "Should you pedal with both legs, yes or no?" came as a bit of a surprise. The magazine was from 1955. when clearly the concerns of the cyclist were of a rather more earthy nature than they are now.

The thrust of the piece was that the magazine was broadly antiflatulence. It explained that it was caused by eating with your mouth open, and made the pleasingly simple suggestion that you shut it. If you were irretrievably attached to eating like a bin lorry, your only recourses were a) charcoal

biscuits and lots of them, b) a pint of yoghurt a day, and c) all the peppermints you could eat. You were to avoid vegetables, in all their evil variegations.

A bit of research revealed that charcoal biscuits for reducing flatulence are still available, though from a slightly unconventional source. But they come combined with vitamins and minerals to give you strong teeth and a lovely glossy coat, so don't reject the notion out of hand.

#### Ride like the wind

But the most interesting thing the research revealed was that the current medical advice is that exercise is "good for flatulence".

Not half, it isn't. It's outstanding. Nothing, absolutely nothing, enhances flatulence more effectively than cycling. The only things in the world that produce a greater quantity of noxious gas than an average club run are all surrounded by safety barriers and signs saying "Active volcano, do not approach. And for God's sake don't strike a match."

Maybe it's a laddish culture, maybe it's the diet, I don't know, but the amount of farting that goes on in pro cycling is unbelievable. I once had a team-mate of whom a friend once told me, "The only reason he's a cyclist is because they don't have international competitions for his one true gift."

That was just before we all got on a long-haul flight to Australia. Praise the Lord, the team were not all seated together, for shortly after the captain switched off the seatbelt sign, there were sounds

"The only things that produce more noxious gas than a club run are volcanoes"

of mild commotion. I stood up to see what was happening. Further back in the cabin, passengers were leaning over as far at they could, outwards in a pattern of concentric rings like all those blown-down trees in Siberia after the meteorite hit. My team-mate sat innocently at the epicentre. The cabin crew had an urgent, whispered conversation about whether they ought to open the doors.

What's nice is that no one in

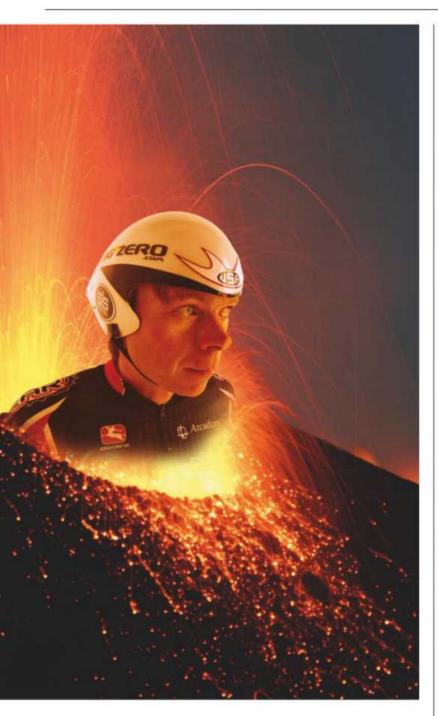
# Dear Doc

I went for a ride with my brother recently. He got a puncture. He's terrible at fixing punctures, mainly because he has the finger strength of a kitten. I never help, because it's so funny. This time he catapulted two levers into a ditch, dropped the wheel three times, and when he finally got a new tube in, he realised he'd forgotten to check the inside of the tyre for whatever it was that caused the puncture in the first place.

He was so furious about this that he hurled the wheel at the wall beside the road. It bounced into the air, bounced again on the footpath, then into the road. It lay there for a moment, before it was run over by a coach.

Only then did I remember that he'd borrowed my wheels before we set out.

Alan, via email



cycling really minds the affliction.
Cycling is a superb sport for the
flatulent. The only human activity
that's better ventilated is skydiving.
And the sufferer, instead of being
ostracised as he would be at, say,
a bridge tournament, will usually
be quietly sent to the back of the
group, where he can whistle away
to himself in peace while enjoying
an armchair ride and not ever being
encouraged, or even allowed, to
come to the front to do a bit of work.

Although it has to be said that the very fastest training ride I ever went on was held the morning after a club curry night. Much curry was consumed, and it was, as I'm sure you'll understand, a matter of pride that only the very, very hottest dishes were even allowed on the table.

This was not a group that anyone, under any circumstances, wanted to be at the back of.

# How to... wear a casquette

In a recent episode of the BBC cycling show *Bespoke*, David Millar, in the course of handing out fashion advice, suggested that pro riders sought an individual look in a world of team kit by wearing their casquette (cycling cap) differently.

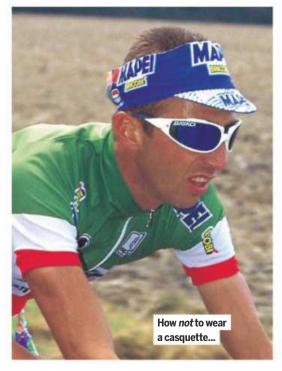
Far be it from me to disagree. However, there are four ways to wear a casquette. They have less prominence these days, since they've been largely replaced (or hidden) by helmets. However, for the hipster look, you have the following to choose from.

First option is right way round, peak down. The standard method. You will look strange to any non-cyclists, but I'm going to guess that since you own a casquette in the first place, you don't care. Depending on how it's positioned, the peak will either shade your eyes from nothing at all, or absolutely everything including the road ahead. There is no in between.

The second option is right way round, peak up. This is the traditional racing position, allowing you to see when you're in a low position. Whatever you do, you will look like a Tom Simpson tribute act.

The third option is wrong way round, peak down (over the back of your neck). For time trialling only. Actually looks less peculiar than the first two, at least if you don't mind people mistaking you for a baker. (Wrong way round, peak up, you ask? No. Just no.)

Four, right way round, peak down, top removed with scissors. Popular with various Italians (Poli, Tafi, Ballerini) in the 1990s. A style crime that undermined an entire nation's claim to lead the world in fashion.





# Plum bike shop

Chris Sidwells profiles the Ghent bike shop that hosted so many Anglophone bike racers

n 1910 Pol Desnerk and his wife Coralie opened a tiny bike shop in Bagattenstraat in Ghent.

They were an ambitious couple and soon realised a shop wasn't enough; Pol and Coralie wanted a brand, or at least something that would make them stand out from the crowd. They tried using Pol's initials PDS as a name, but it meant nothing, so instead they tried La Plume.

In that era, anything French stood for quality in Flanders. The posh shops in the Flemish city all had French names, and the staff and customers spoke French.

La Plume had the cachet of quality, and to make it sound grander still, and more sporty, it became Plume Vainqueur when

the Desnerks took over new premises in Nederkouter, the road running from Ghent centre to the Sportspaleis, home of the Kuipke velodrome.

Pol's son Marcel Desnerk and his wife Rosa took over the reins in 1940, and because Flanders had a bigger regional identity by then, they knocked the 'e' off Plume to make it a more Flemish-sounding Plum. They also moved from sponsoring single riders to sponsoring teams.

Plum was in the pro peloton from 1949 until 1961, but before that, Rosa Desnerk had started a sideline renting rooms in their rambling family home to English-speaking bike racers. Her first tenants were two Australians, Alf Strom and Reg Arnold, who broke into European six-day racing, winning several events.

Many followed. Tom Simpson stayed at the Desnerks for a time, as did Allan Peiper and Sir Bradley Wiggins's father, Gary. Many more less well known Brits and Aussie riders stayed there, and 'Madame Rosa' became the Belgian matriarch of British and Australian cycling.

#### **Expanding the empire**

Rosa and Marcel's son Paul took over the business in the 1960s, and in 1964 he opened three more branches. Before long he had 14 shops across Flanders, and a novel business model. Ghent resident Barry Hoban knew Paul well.

"Paul's shops always had a flat above, and he'd give the flat to each shop manager rent free, but he didn't pay a salary," Hoban explains. "Instead the manager got a percentage of everything sold, so they were always motivated. He also put all his stock on computer. In the late Seventies it was a very slick operation."

Four Plum shops remain, but it's the one at Nederkouter 141 — now Plum-Gent — which holds a special place in British cycling history, and there's a bike museum in the basement spanning 100 years. Well worth a visit just for that.

# 2016 Race Bike of the Year 37 bikes - one winner



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